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THIRD
UAL MESSAGE

BARRY MAHOOL
Mayor of Baltimore

January 31,
1910

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Baltimore. Mayor.
The mayor's message and reports of the city officers, made to the City Council of Baltimore.

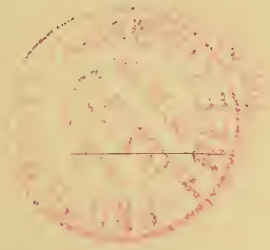
THIRD ANNUAL MESSAGE

WITH

FINANCIAL STATEMENTS AND

ADDENDA CONTAINING ABRIDGED REPORTS

OF DIFFERENT DEPARTMENTS



J. BARRY MAHOOL

MAYOR OF BALTIMORE

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THIRD ANNUAL MESSAGE.

Gentlemen of the First and Second Branches, City Council:

It is my privilege to herewith present to you my Third Annual Message.

In it, I shall endeavor to disclose to you all the information at my command—thus acquainting you with the facts and figures connected with the municipal government. At the same time I shall submit to you several observations bearing on questions of municipal policy and enterprise—hoping that you will co-operate with me in the endeavor to give to the people of Baltimore the fullest measure of substantial results.

Permit me to thank you for those acts of co-operation which have marked the record of your last year's proceedings. Your membership has, during the entire year, treated me with the utmost consideration; and I want to make acknowledgment for the specific acts of wholesome legislation which you have enacted at my request. Your body and the Mayor's Chair may have disagreed on some of the many measures with which we have had to deal; but those disagreements have evidenced the existence of a healthy state of independence as between the two municipal departments. It is true that harmony and friendliness between the legislative and executive departments are essential to the progressive success of all municipal government. But "harmony and friendliness" do not mean the subordination of one department to the other. When differences of opinion are prompted by a sincere and patriotic devotion to the public interests, and by nothing else but the public interests, those differences of opinion prove to be salutary. For that reason I entertain the most profound respect for every Council-

man whose actions during the past year, though contrary to my own views, have been the result of his own *bona fide* convictions as to what was best for the real welfare of the city.

The Year's Record.

In the succeeding pages of this Message I intend to speak frankly and plainly about all city matters. I shall make no attempt to be politic, because I prefer that the thoughts that are uppermost in my mind should find utterance even at the risk of appearing blunt and undiplomatic. I have no desire to gloss over anything; but, on the contrary, I have a willingness to admit defects where defects have occurred, and also to give credit where credit is due.

This has been a memorable year—a year remarkable for the mixture of worthy accomplishments with exciting occurrences in city affairs.

On the one hand, a careful study of the Departmental Reports at the end of this Message will show that the operations of the several departments have gone on with a large degree of success and excellence.

Let me cite some of the concrete results:

(a) The great work of the building of our sewerage system.

(b) The actual work of installing the long talked about high pressure pipe line which is nearing completion.

(c) The completion of the Edmondson Avenue Bridge.

(d) The installing of an effective system of sewerage in Northwest Baltimore, to relieve conditions which were retarding development in that section.

(e) The building, now in process of completion, of five new school houses, and the same number of engine and truck houses.

(f) The work on the comprehensive scheme of dock improvements, which is nearing completion.

(g) The carrying out of an effective scheme of street lighting, which makes the streets down town more attractive at night.

(h) In the near future we anticipate beginning work on our enlarged water supply.

(i) A new fire boat.

(j) Much comprehensive street paving in city and Annex.

(k) The improvements at Bay View.

These are but some of the larger and more important works either completed, in course of operation, or to be started in the immediate future.

With all the great strides of the year, there have come also some unfortunate incidents. The record of the year has been marked by several criminal revelations. The city has caught a list of common, degraded thieves. The rascality in each case was equally inexcusable. The big and the little thieves have all proved public plunderers, and for that reason should be properly despised.

Had there been any disposition on the part of the Mayor to have protected or shielded these men, or had there been any such disposition on the part of any one else in authority, well might the public be alarmed. But I can point to the fact, in each case, that, as far as in me lies, I have left no stone unturned to have the rogues brought to justice.

The fact that some of them have not yet been given their just deserts is owing to those unfortunate but apparently unavoidable delays in bringing criminals to punishment, which have always marked and hampered our American criminal proceedings. Those delays have been aggravated by a certain degree of personal and political prejudice, which likewise has played its interfering part.

I cannot dismiss this subject without saying that many things of similar nature have occurred under past administrations; but, owing to the efforts of those in authority, the facts have been kept from the public. On the other hand it has been my disposition to bring these things to light and to cut them out. I believe in the greatest publicity in such things. While ofttimes these things are unpleasant to those at the head of affairs, yet,

where wrong is involved, the guilty ones should not, on account of ones feelings, be allowed to go unpunished.

In this connection, permit me to say very frankly, that I have the utmost abhorrence for any practice or system which permits the taking of any big or little chance with the public's money. If a man in the public service is receiving a meagre salary, and said person, despite that meagre salary, is known to show sporting proclivities, and to be spending his money in riotous living, then those who are responsible for the appointment of such a person, if the latter proves false to his trust, must bear the blame for the natural bad results that follow, and submit to the deserved censure which such bad results produce.

But the mere existence of thievery does not prove governmental inefficiency. No rogue wears a visible evidence of the fact that he is dishonest. A thief is seldom known until he is caught in some of his pilferings. That is the reason why men with dishonest motives succeed in securing temporary employment with our banks, our railroads, our newspapers and our other carefully conducted business establishments. The perpetration of embezzlement within the organization of a private business house or corporation is not taken as proof of that establishment's business inefficiency. Indeed, it does not subject a business concern to so much as adverse criticism. Big and little stealings creep into the affairs of the best regulated business organizations. They are of daily occurrence. They are expected. And, when discovered, they are usually handled in a common sense way.

But in a municipal organization, with its thousands of employees and its multifariousness of operations, if a rogue happens to get in his abominable practices, there is a wild uproar on the part of the public which would seemingly suggest that thievery was an unknown vice except among the employees of the city.

Such an attitude on the part of the public is not only inexcusable, but it is unfair. It is an indirect and unjustifiable belittling of municipal methods and municipal men.

I have no disposition to condone the acts of thievery which have blotched our year's record; nor have I any desire to relieve from responsibility those conditions which made the said stealings possible. But I do most emphatically protest against many of the willful misrepresentations which have followed those exposures. So much of the false has been circulated, along with the truth, that many sober-minded and even-tempered citizens have been led into wrong conclusions.

Audit Shows a Clean Sheet.

Facts, however, will always contradict rumors and insinuations. And facts have been liberally brought into public view for the public's study and information. I determined shortly after the big defalcation was discovered to burrow deeply beneath the surface. I resolved to confront the public with actual conditions, thereby putting to confusion any wild or unfair suspicions which the public might entertain.

That is why I resolved to enforce a general audit.

I recognize the fact that a municipal corporation belongs to the public; and for that reason it is my belief that the public should always be made acquainted with the truth, with the *whole* truth and with nothing but the truth.

Events which followed in the trial of the major defalcation gave rise to all kinds of extravagant speculations as to what remained still undiscovered. People began to wonder if the three years of stealing in the City Register's Office was an index to what might also have transpired in other departments. No one knew. There had been no searching inquiry into the entire municipal machinery for years.

In view of that fact, I was soon convinced that the only way to satisfy the public, as well as myself, as to the integrity of all the departments was to subject them to the most searching scrutiny and investigation.

To that end I employed a confessedly able and skillful auditing company to probe deeply and unsparingly into every nook

and corner of each and every department. The work was done and was well done. The American Audit Company of New York ransacked every department with a persistent diligence. And the result of that investigation has been transmitted to the City Council.

The audit proved exactly what I had predicted. It proved conclusively that the general status of the government was clear, clean and sound. In fact, the auditors, after a most thorough scrutiny, reported the municipal conditions as being exceptionally free from criticism. They found the books in good shape, the finances in perfect order and an exceptionally high average of efficiency all through the City Hall.

Partisan tongues may talk to the contrary; but the word of experts, who have examined every book and voucher, is worth a whole volume of false statements from irresponsible outsiders who simply talk without knowing.

Good Methods and Systems.

An examination of the recommendations of those self-same auditors will disclose a very important, though silent, compliment to the systems and methods prevailing in the City Hall. I sent a copy of those recommendations to the City Council. Reference to that report will show that, while the auditors suggested a number of innovations in the methods and practices of all of the departments, the suggestions, with one or two exceptions, were nearly all of a minor character. The fact that no radical changes or reforms were urged was of itself a conclusive proof that, in the opinion of experts, the methods and practices in the City Hall were conspicuously superior to what the public had been led to believe.

Reasons for Gratification.

Since, then, we have unmasked the thieves and have turned them over to the courts to be handled; and since we have clearly shown that wrong-doing need expect no mercy nor pro-

tection under this administration; and since we have shown by the evidence of impartial experts that our business conditions are clean and that our general average of working efficiency is good, I feel that the city can stand before the world without the drooping of an eye or the consciousness of a blush. There is nothing which should be more reassuring or satisfying to the public than to feel and know that their municipality is controlled by hands that will countenance no improper practices and will weed out without hesitation all suggestion of crime or questionable operations.

At the same time, it should not be forgotten that, despite the disagreeableness of the past year's events, the city is not likely to lose a single penny. All the minor thefts have been made good to the city. While it is true that the bonds involved in the big defalcation are now in the course of litigation, there is an almost moral certainty that those bonds will be collected. The defense stands on a mere quibble, and there is comparatively no doubt as to the disposition the court will make of so unsubstantial a defense.

The only cost, therefore, to the city resulting from our misfortunes will be the expense incurred by the audit. There are no regrets, however, concerning that expense. It was the first general audit to which the city had been subjected for years; and the public, in more ways than one, has already assured me that the satisfying effect of actually knowing the real soundness of the municipal conditions is worth double the amount which the audit has cost.

Valuable Innovations Started.

Out of the year's happenings have grown one or two incidental tendencies which, but for the mishaps, would have been impossible of attainment. This attainment of the said results has been due to the perturbed state of the public mind. Before the good news of the audit was made known the public was in a condition of semi-agitation which gave rise to a general

clamor for some kind of change. That is to say, everybody began to think that the municipality was ripe for a series of new systems, new practices and new fundamental laws. Hence the development of a sentiment which finally culminated in the introduction of several minor checks and balances; in the suggestion of several sound business practices; and in the ultimate appointment of a commission to revise the City Charter.

It will be found that, after I had received a report from my secretary, who, at my request, had made a comparative examination of the business methods of several of our biggest corporations, there was forced into use in some of our departments one or two additional checks and balances which will make further defalcations, like the one in the City Register's office, a virtual impossibility.

A copy of my secretary's report was sent at the time of its publication to each member of the City Council.

An Annual Audit.

The innovations have been reinforced by the adoption of a system of annual auditing, which will keep the books and operations of all departments constantly under the skilled and experienced eye of an outside force. The city has entered into a contract with the Baltimore Audit Company for the year 1910, under which contract that company, without preliminary warning to any department, will from time to time examine its books and general work, with the view of keeping the head of the government always posted as to the existing status of each and all departments. *The company will also instal a thorough and up-to-date system of accounting in all the city departments.*

Charter Revision Commission.

The matter of starting into use all the various recommendations made by the American Audit Company is awaiting the final results following the report of the Charter Revision Commission. When the agitation first started which ultimately led

to the appointment of a Charter Revision Commission, the prevalent idea seemed to be that amendments to the existing Charter would be all sufficient. That was the original idea and for a long time that seemed to be the popular idea. Since then some sentiment has arisen favorable to an entirely new Charter. It seems more than likely that the commission will submit a new Charter.

I realize the importance of that move. It means the submission, for adoption, of an entirely new and original scheme of government for this city. Nothing is more dear to an American citizen than the plan of government under which he is to live. That is just as true in cases of municipalities as it is in cases of States or of the nation. The charter is our municipal *constitution*. It is natural, therefore, that every citizen should be deeply concerned about everything that such an instrument contains. It is natural that a jealous watchfulness should be evinced.

It is very certain that, so far as the proposed Charter is concerned, men will differ. And when it comes to acting on so momentous a question as our Charter of govenment, every man should be allowed to think and act as he pleases without constraint or interference. That instrument should be made to stand upon the strength of its own inherent merits. If it is sound, it will, by virtue of its soundness alone, attract to its defense an abundance of champions.

This we all do know, however: The present commission is constituted of men of exceptional ability. They are men of experience. They are men of learning; they are men of large affairs; and they are men of high standing. Their interest in the city is not simply theoretical, it is substantial. Since they have brain, since they have knowledge, since they have large financial responsibilities as well as a commendable practical patriotism, it is not unnatural that we should expect exceptionally excellent results from their difficult, yet voluntary labors.

Let us infer from the character of the men that their work will be a worthy model of its kind.

What we are after is not mere partisan advantage, but the building up and promoting of our city's best interests.

Spirit of the People Is the Thing.

In this connection, it will be well to remember that neither old nor new charters will make a city. The charter is nothing more than the legal form under which a city government is permitted to act. But the real city, the actual power or force which pushes a community forward or holds it back is found in the spirit of the people. All the charters in the world will not make a slow city fast. A charter may help to guarantee the best results from the municipal government; but it will not set the pace for the city as a business center. The factors which will give impetus to the business and industrial affairs of the city are found outside of the city government. A strong, aggressive, venturesome citizenship will always sweep a city forward. If the citizenship is timorous, the business activities will drag.

So far as the municipal government is concerned, it will be certain to echo the prevailing spirit of its people, no more and no less.

Business Circle and "Taxation."

There are several ways in which a municipal government comes into direct practical touch with business affairs. The one item of primary importance is embodied in that word "taxation."

There is no question more perennially discussed than this one. Everybody is interested in taxes, and everybody has his theories about it. And, yet, taxes are an unavoidable necessity; and they must come from somewhere.

There is no problem more perplexing than that of raising revenue for public purposes; and there is no problem which gives rise to more heart-burnings and resentments. It matters not what solutions may be worked out, there is always some

element bitterly dissatisfied. Whenever a man feels the pinch of taxes himself, he is sure to squirm. There is never a complaint heard so long as the other fellow is being pinched, it matters not how severe or unjust that pinching may be. Taxes seldom interest anybody very acutely until they begin to touch the man himself.

It is remarkable how easy it is to complain about taxes. And, yet, how difficult it is to solve tax problems! It will not be a hard task to find people who will denounce existing tax conditions in Baltimore and who will say that those tax conditions are hurtful to the city's general business prospects. And, yet, when one asks: "What is the remedy," no answer is forthcoming.

The truth of this has been practically shown during the past year. We have, for the past ten years, heard much murmuring from the various divisions of the business and financial circles against the tax conditions here in Baltimore. Since those circles have been the most aggressive in their complaints, it is natural to suppose that they are fully cognizant of all existent weaknesses in the city's tax policies, that is, if such weaknesses are to be found. It is equally fair to presume that, if the business circles have detected those weaknesses, they have likewise discovered some successful method by which those weak spots can be remedied.

And, yet, what has followed? The municipal government, in its anxiety to handle the tax question in the most practical and successful way, went direct to the business circle for counsel and co-operation. The City Council, by formal resolution, asked the Merchants and Manufacturers Association, the Stock Exchange, the Real Estate Exchange, the Chamber of Commerce and the Board of Trade to submit written propositions relative to the tax question in order that those suggestions might be utilized to the advantage of our business interests. The Mayor's office was aware of this move on the part of the City Council, and encouraged it as a proper procedure. It was felt by the Executive Department that if sound recommendations as to the

best ways and means of taxing property were thereby submitted to the city authorities, those recommendations could be utilized by the municipality in helping to settle this much-vexed and ever-present problem.

But did the business circles respond? Despite all of the clamor continually heard as to the urgency of far-reaching changes, not a single recommendation has yet been made.

There is a vast difference between finding fault and devising effective remedies. To diagnose is one thing; to cure is another. A child can see when a tax rate is higher than the popular mind wants it to be; but it takes a modern Solomon to find the way to pull the rate down.

If the tax question were really an easy matter to settle, the different business elements to whom requests for suggestions were sent would have been quick to hurry back an abundance of recommendations.

Where Shall the City Get Its Revenue?

The general basic principles of taxation are simple. It is the application of the principle that is difficult. When advice is sought of this particular interest or of that particular interest, the advice asked will always be vouchsafed. But it will be found that each particular interest will urge a line of action that will be intended to ease its own burden by shifting a part of the burden to some other point. In other words, the industrial circle believes in making the tax light on manufacturers in order to make factories spring up. The real estate circle believes in making the tax light on real estate in order to encourage home building and land development. The financial circles believes in making the burden light on securities in order to attract capital and multiply investments.

There you are! Everybody believes in taxes provided the other fellow carries the weight.

The proposition, so far as the municipality is concerned, is the quintessence of simplicity. The problem is merely this: So much money is needed to accomplish certain public results.

From whence is that money coming? The second question is the one that gives the trouble.

The money must come from somewhere, otherwise the wheels of municipal government will cease to move. If progress is demanded, improvements must be made; and improvements cannot be made without money. Taxation must provide the money; and taxes must be drawn from some source.

Can any one suggest an existent source of revenue in Baltimore which, as yet, remains untouched? Our known sources have been milked to the full limit of what they should endure. That same degree of milking must continue unless some new revenue producer can be discovered or unless some means can be devised for reducing municipal expenditures.

"Business Men's Tax Commission."

In order, then, to bring the taxation question to some definite and practical solution, that is, a solution agreeable to the divers lines of business and finance as well as to the city treasury, I think it wise to take the matter up directly with those who are especially concerned in the problem. With that end in view, I recommend the passage of an ordinance, providing for the appointment of a "Business Men's Tax Commission," which commission shall be absolutely free from any municipal control or connection. That commission should be organized along the following lines: A request for the selection of two representatives to become members of that commission should be sent to the Merchants and Manufacturers' Association, to the Travelers and Merchants' Association, to the Chamber of Commerce, to the Stock Exchange, to the Real Estate Exchange, to the Clearing House Association, and to the Federation of Labor. Representatives from those seven organizations will cover all of the diversified lines of business activity in this city. It will give a commission of fourteen members—representing merchandising, manufacturing, domestic and foreign commerce, stocks and bonds, banking, real

estate and labor. These specialists will be particularly conversant each with his own line of business. A commission of that character, aided by one general theorist on taxation, to be selected by the Mayor, ought to be able to draft a body of tax laws that will be absolutely acceptable to all lines of taxpayers.

This commission should be appointed with the request that they take up the entire subject of taxation in Baltimore and devise a general system of tax laws, which system, when adopted, will provide all the revenue required for public purposes; and, yet, do so in a way that will avoid hampering the fullest and most rapid development and progress of every line of enterprise of which this city is capable.

My sympathy is so thoroughly enlisted in the cause of advancing the city as a great business center, that I am ready to go the limit to prevent this progress from being handicapped by any improper tax law or by any unnecessarily high tax rate. Since the municipal government is but the agent of the people, it is right and proper that this agent should turn back to the people to ascertain what the people want. Inasmuch, then, as the tax question is the one of most intense concern to the people, this proposed method of going right directly to the people, in order to discover their wishes, is both sound and practical.

When a commission, composed thus of men dissociated entirely from the municipal government, undertakes to formulate a general tax plan for the municipal authorities to adopt, the results, when consummated, should be such as to meet the acquiescence of the public at large. This commission, by virtue of its specialized yet all-embracing character, should prove a machine abundantly able to ferret out every possible object susceptible of being taxed; and, yet, to do so in a way that will throw wider open the gate for the entrance of the most flourishing average of business development that the city has ever witnessed.

Such a commission, if it will undertake this work promptly

and diligently, should have the matter finished in time to make the revised tax status operative during the year 1911.

Is Our Tax Rate High?

I feel it my duty to caution the public just here against continuing some of the wild and extravagant notions relative to the local tax situation. It is a common practice to talk about our tax rate as though it were exceptionally high, and to talk about that rate as though it were due to a lack of economy on the part of the municipal administration.

I court the fullest public inquiry into these matters. If such a search is pushed effectively, two things will be disclosed. (1) That the tax rate in Baltimore, though, apparently higher than some of the other big American cities, is as a matter of fact lower; (2) that the general average of departmental costs in Baltimore is very materially below that of other American cities of the same class.

In considering the comparative tax rates of the different cities, the superficial figures must not be taken as the final index. Before conclusions are reached the observer must go a little deeper in order to discover whether, beneath the apparent tax rate, there are any additonal charges or assessments the taxpayer is compelled to pay.

Our tax rate covers all municipal liabilities. Not so in many other cities. In New York, San Francisco, Jersey City, Buffalo, Kansas, Denver, Louisville and other cities the abutting property owners, in addition to the regular tax rate, are compelled to pay for all or part of the new paving. In Chicago all residence streets are paved by abutting property owners, and the same rule applies, up to about twenty-five per cent., to all business streets. In Boston, one half of the cost for paving is paid by the abutting property owners. In Pittsburgh and Philadelphia costs of paving, except the intersections, are paid by the abutting property owners. Moreover, in San Francisco, Boston, Buffalo, Chicago, New York, Pittsburgh, Rochester and St. Paul, the cost of constructing sewers is charged against

abutting property owners. In Cleveland, Minneapolis, Milwaukee, Providence and Cincinnati, the sewer costs are charged in part against the abutting property owners.

It can be seen, then, that just so soon as the taxpayer, in the above mentioned cities, meets the several additional obligations required in said cities, he will in cold dollars and cents have to pay out relatively about as much as the taxpayer does here in Baltimore.

It is a fallacious argument, then, for a person dissatisfied with the local tax rate to rest his argument upon the mere superficial tax figures in other cities.

Tax Burden on Real Estate.

In this connection it is interesting to note the burden of our tax on real estate as contrasted with the tax burden of other cities on their real estate. We consider the assessments on our real estate somewhat high. The per capita real estate tax obligation, or assessment, in Baltimore averages about $622.00. That is to say, the aggregate assessment on real estate in Baltimore is sufficiently high to make the per capita assessment equal to $622.00. On that basis we think our real estate is over-assessed. Our tax rate on that assessment is $1.99 for 1910.

Now let us compare our situation with the conditions in Philadelphia. That city fixes its assessments on real estate so high that it puts the per capita obligation, or assessment, up to $835.00, as against Baltimore's per capita of $622.00. The Philadelphia tax rate is $1.50.

What, however, is the actual concrete result when reduced to simple dollars and cents? In Baltimore the per capita tax *payment* on real estate, being $1.99 on $622.00 of per capita assessment, amounts to $12.38. In Philadelphia the per capita tax payment on real estate, being $1.50 on $835.00 of per capita assessment, amounts to $12.52.

These figures present a very interesting proposition. Despite Philadelphia's *apparently* lower tax rate, her people

pay more actual money in the way of taxes on real estate than our people do. In short, the *per capita* excess of actual tax payments made by Philadelphians on real estate over the like payments made by Baltimoreans amounts to about fourteen cents.

In view of the disposition of some people to point to Philadelphia's tax rate as against our tax rate, without stopping to analyze the actual conditions, it seems to me that the above lesson in municipal figures is well worthy of careful attention and consideration. It shows conclusively that Philadelphia's per capita real estate tax burden is higher than ours.

In addition to the above straight tax burden of $1.50, fixed as the Philadelphia tax rate, it must not be forgotten that Philadelphia real estate has also to bear the cost of all original paving done on the street on which said real estate abuts. Our *general tax rate,* on the contrary, includes and covers the paving.

Baltimore's Record for Economy.

Nor can any one truthfully argue that Baltimore's tax rate, such as it is, is attributable to recklessness, inefficiency or extravagance. As a matter of fact, Baltimore is one of the most cheaply governed cities of its class in America. Our average of salaries is conspicuously below the average in other big cities; and our unit of municipal cost is lower. It is a demonstrable fact that every department of Baltimore's municipal government is conducted upon a basis substantially more economical than is the basis of the corresponding department of the average first-class American city of approximately the same population as Baltimore.

The trouble in our city is not one of either economy or extravagance. The real trouble is one of "actual available revenue." After all, the matter of tax rate is one of results. Despite Baltimore's tax rate, she has far less actual money with which to achieve her ends than have some other cities with a lower tax rate. Our tax rate produces an average of about

$7,000,000; while the average city, of like class with Baltimore, produces with its tax rate a total revenue aggregating about $9,400,000. Despite our tax rate, then, we have a net result substantially below what the average big city gets; and, yet, though our revenue from taxation is $2,400,000 less than what the average big city enjoys, we are still expected, with our smaller aggregate sum, to do the same things that other cities do with their larger sum.

Just think what Baltimore could do, if our present tax rate produced $2,400,000 more of actual cash revenue than it really does. Why, with such an addition as that to our annual revenue, we could fairly startle the community with the measure of our improvements!

But, as things are, our tax rate puts so much less actual money into our treasury than a like rate puts into the coffers of Boston, Philadelphia, St. Louis, Pittsburgh and Cleveland, that, while we are compelled to struggle under that rate, in the end we are subjected to the chagrin of not getting enough yield from said rate to be able to accomplish as much in actual results as the other cities do.

Difficulties of the Tax Problem.

We are at that period in our city's history where we must do one of three things: (1) We must submit to a tax rate approximately equal to the present; (2) Or we must find a means of adding to our gross revenue at the same time that we reduce our rate; (3) Or we must make up our mind that Baltimore is to give up all hope of advancing.

There is no sense in mincing words on this subject. Our taxable basis, despite the high assessment imposed by us on real estate, is not more than half the taxable basis of Boston. Boston, though about the same population and municipal ranking as Baltimore, would, with our same tax rate, derive from her basis almost twice the aggregate sum in actual money receipts that we get from ours. No wonder, then, that Boston, with a

lower rate, can achieve more. Her lower rate yields her more actual cash with which to work out her plans.

I am convinced that our real estate is tremendously overburdened. The small home is carrying too large a proportion of the load. A far-reaching reform is needed. Our revenue laws should be so reshaped as to substantially increase the general aggregate of our taxable basis; and, yet, offer an opportunity to reduce some of the burden which the little homes have to support.

Few taxpayers realize the proportions of the big problem of fixing a tax budget; nor the enormous task which devolves upon the Board of Estimates. It would be a revelation to the public to see the mass of demands which first present themselves for official consideration. If the Board were once to publish a full list of those multifarious calls for appropriations, the citizens at large would better understand the perplexing puzzle with which the Board has to wrestle.

All the departments ask each year for larger appropriations. These increases are asked, not for purposes of wastefulness, but to enable each said department to add to its efficiency and thereby multiply its opportunities to be useful to the public. On top of these departmental demands, there pours in a veritable flood of miscellaneous requests; all of which are of immense importance to those back of the request, and, yet, so overwhelming are they when all are counted together that they would more than swamp the treasury if they were all allowed.

If the Board of Estimates could feel that the people of Baltimore would be satisfied with a city government that merely maintains an existing condition, without desiring or aiming to move forward, the budget problem would be simple. No provision would then have to be made except to meet the demands of pressing necessity. But, if Baltimore is to keep in the great race of municipal progress she must make provision for the construction of improvements.

That is what we are doing now. We are in a kind of transition state. We are passing from that old state of sleepy con-

tentment and ultra-conservatism into a new state of enterprising and outstretching activity. In other words, we are not merely maintaining our household; but we are building it up and strengthening it with extensions.

Previous administrations have had that ever-convenient Western Maryland Fund and benefit assessments (Burnt District) upon which to draw to aid in their operations. That fund, however, is at last exhausted. For all that, the city can ill afford to falter in her progressive ambitions. This is our constructive period. We are adding to our stock of industrial and commercial utilities; and, incidentally, we are striving to introduce a few embellishments. In the last six years we have added more to our measure of actual substantial advancement than was done in any other preceding twelve years. Baltimore has improved herself physically in a hundred different ways; and she has done so at a unit of cost far less than that which marked any prior like period.

We must have these improvements or else call ourselves a dead city. Our people intend that we shall have these improvements.

Financing by Loans.

We have at last begun to realize that the proper way to handle and finance big municipal undertakings is by loans. All city betterments which assume a character of sufficient permanence to carry their benefits forward to some future date, should be financed by a loan, corresponding in date of maturity with the character of the improvement. This method makes possible the furtherance of large and comprehensive undertakings without creating a crushing tax burden at the very outstart. It enables a city to keep pace with the hurrying progress of the day, and yet give to succeeding generations an opportunity to assume their fair proportion of the responsibility.

Just so soon as the petty little prejudice subsides which seems to exist in this city against almost every loan that is proposed, the city will be able to construct more needed im-

provements; and that, too, without adding injuriously to the immediate tax responsibilities.

There are too many items which, from long but mistaken practice, have been charged up against our general levy that ought to be provided for through the agency of loans. When the public understands this policy more fully, and a popular demand develops in harmony with this idea, you will see how quickly our tax rate will drop despite the institution of a wider scope of public improvements.

Business Interests and City Must Get Together.

In connection with these problems I wish to urge upon the big financial and mercantile interests a proper assumption on their part of the responsibilities belonging to them. The municipal administration is eager to grapple with the tax and other governmental problems in this city, and in this work it invites the heartiest co-operation on the part of our leaders in thought and action. It must not be forgotten that the tax question is an item of as deep individual concern to business men and corporations as is any other single item of expense with which they have to deal. For that reason it should be the duty of every man to give some time and attention to City Hall affairs, with the view of helping to work out policies and tendencies that will best promote the substantial progress of our people. I have long thought that the big and more general of the business men's associations should all have some machinery within their own organizations that can properly and intelligently deal with municipal propositions. I don't mean a mere amaturish or superficial dabbling in municipal problems. I mean the establishment of committees which will develop into semi-experts on matters of public concern—such, indeed, as will be able at all times to make themselves useful aids and sources of inspiration to the city authorities. An agency of this kind, if properly and sensibly handled, will open up a direct line of intercommunication between the City Hall and the business circle.

After all, the city government is itself merely an agency, created for the purpose of maintaining a proper local poise so that all lines of legitimate activity can move forward with the best and most successful facility. Hence the intimate relationship which should at all times exist between the municipality and those interests which represent the substantial life and development of the city. The local government should always move hand in hand with the general business interests, so that it can be an active force, when the occasion is presented, in the work of upbuilding the industrial and commercial prospects of the city.

Baltimore Needs More Technical Trained Labor.

To that end, it is the duty of the city government to evolve plans and policies which, in their ultimate effects, will prove of great service in the development of business-producing factors.

Small though it may seem, the city is fast forcing to the front an educational enterprise which bids fair to become of immeasurable future value to the industrial situation here in Baltimore.

It is a well known fact that the day has arrived in this country in which big manufacturing concerns seek those locations where they can find skilled labor. Every time a new undertaking is in search of a place to locate, those behind it not only investigate to discover whether the general physical conditions are attractive, but they investigate further to ascertain how well the locality in question is supplied with skilled labor, having technical knowledge; and what agencies are operating to keep up that supply.

Now it is a well known fact that Baltimore is somewhat handicapped by the limited supply of her technically trained men. There are several big industries which we have lost, because our actual home supply of highly educated as well as moderately trained technical men was insufficient. The industries in question were afraid to take the chance of attracting

such men from other quarters; so they established themselves elsewhere.

This points out to us the practical wisdom of developing the Polytechnic Institute to the fullest possible proportions. The city and State should co-operate. The training of an abundant supply of technical men in this city will mean the strengthening of Baltimore's industrial opportunities. It will make sure that, at all times, the local technical labor situation will measure up to the requirements of any proposed or inquiring enterprise.

Baltimore's Golden Opportunity.

And there is no doubt in the world as to the wisdom of our business community striving to widen out the circle of our large and small manufacturing industries. The progress along these lines should be more energetic than has been the record of the past ten years. If we will but study figures for a few minutes and will note the opportunities ahead of us, it will be found that, unless we get into the battle for greater development and for a more diverse line of markets, the city is likely to be up against a dangerous business rivalship.

Collier's Weekly, in a recent number had this to say of the South:

> The South is the next West. With free government land gone, the cheapest good land in the United States is in the South. An Iowa farmer can sell his place for $100 an acre and for $10 an acre buy its duplicate in any one of half a dozen Southern States. South Carolina has raised more corn to the acre than Iowa, or any other of the "corn-belt" States. There are those who predict that the census of 1910 will show a net decrease in the population of at least one Western farming State; and that 1920 will find that others have ceased to grow. The Middle West's younger generation will have gone where their fathers went before them—to the country with the cheapest land.
>
> In the vicinity of Greenville and Columbia, South Carolina, there is more water power turning wheels and running factories than anywhere else in the United States except Niagara Falls. South Carolina has more spindles than any other State except Massachusetts. The Southern farmer is more interested in the new agriculture, has a mind

more open to science than most rural communities in the North. From Richmond all the way round to New Orleans there are four pre-eminent subjects of talk: good roads, good schools, good farming, industrial training. Charlotte, North Carolina, in enterprise and the spirit of growth, is where Seattle was fifteen years ago. Georgia, Virginia, Alabama—several other Southern States have more natural wealth than Indiana. They need only capital and labor to turn their ores and timber into widespread prosperity. The capital that has been busy in the West for thirty years past is turning South, and efficient labor will quickly follow. All this is well known to business and thoughtful men.

The South has long been the source of Baltimore's wealth. That section has for generations been our particular field of business endeavor. It is there where we have found our markets in the past; it is there where we must find them in the future.

In this connection, we must remember two things: (1) That the South is fringed around by a chain of western cities that are striving most energetically to steal our southern markets. (2) New York and Philadelphia are getting more and more active in pushing their southern rivalship.

But that is not all. A careful survey of statistics will show that the leading cities of the actual South are themselves beginning to wake up to the magnificence of their own possibilities. The wonderful strides, made in some of these cities during the past five years, show conclusively that Baltimore's most dangerous future competitors are growing up right under her own nose.

I recommend to the City Council a very careful study of the "Annual Blue Book of Southern Progress," as published by the Manufacturers' Record. A survey of the figures, as set forth in that book, will be a startling disclosure to Baltimore as to what the future has in store, and as to what the future imposes upon Baltimore in order that she can hold her own.

I call special attention to these matters, because I feel that it is the duty of the city government, during the ensuing year, to devote the most conscientious thought and labor toward

helping our business interests solve the new problems that are cropping up in that section. Figures show that the financial district has tremendously expanded its investments throughout the South. But, that alone will not build up our business. As a matter of fact, there is much of our local capital which seeks investment down South, which I would much rather see utilized at home in building up our own industries. It is the multiplication of business houses and the upbuilding of industrial enterprise which contribute most to the substantial prosperity of the city at large. Hence my desire, as the Chief Executive of the city, to direct particular notice toward those things and toward those fields which contain within themselves the chief elements that will minister toward our general welfare or defeat.

How the City Government Can Help.

If, then, we, as city officials, will devote less attention to the many little aggravating and time-killing trifles which are constantly presenting themselves, and will direct our most diligent endeavor toward handling the big things which mean the upbuilding of our real substantial interests, we will, by that action, perform a duty to our city which will win and merit the highest esteem of the public at large.

It seems to me that the time is ripe for the city to do its part toward developing some of our outlying territory, so as to build up attractive localities for large and small industries. Baltimore could enjoy no better fortune than to see herself belted by a zone of large and small manufacturing industries. In order to promote that end, it will be necessary for the municipality, as far as possible, to offer every legitimate inducement it can that will have a tendency to achieve the desired ends. There are certain aids and assistances which can be given by the city, each of which, if properly handled, should help in bringing enterprises this way. We have magnificent water fronts just to the south of us, and equally magnificent railroad sites all around us. If our energy and our enterprise

could but people those districts with busy, thriving, labor-employing industries, it would open up for our city the greatest opportunity of its life. The city government, with this end in view, should search out ways and means to smooth down the situation so as to invite the upstarting of the largest possible number of such industries. We should go the limit of legal exemptions and legal concessions if such a policy will help to produce the results.

If there is any genuine desire to put our municipal tax situation on a basis whereby we can encourage the development of industrial undertakings, we should push our endeavors along effective, practical lines. The first essential, in this direction, will be the securement by the city of an absolute control over its own local tax problems. That is to say, the city should be invested with the same sovereign tax rights, in so far as municipal taxes are concerned, that the State enjoys throughout the entire commonwealth in so far as State taxes are concerned.

It is easy to see that I am a strong advocate of the principle of full local control over local tax matters. In order to secure that control, and to have it properly and permanently protected, it will be necessary to insert in the State constitution a provision that will give to all municipalities the sovereign right to regulate assessments and taxes in conformity with what is to the best interests of the local public.

A constitutional provision of this kind will enable the city to allow certain exemptions or to differentiate in the matter of assessments in such a way as to encourage the organization and starting of new manufacturing and other important business enterprises, without opening up any chance for partiality on the part of the city authorities.

Those of us who believe in the fullest measure of "home rule" should readily endorse this idea of absolute local sovereignty in matters of municipal taxation. If we can achieve that end, we will put Baltimore in a splendid position to promote her material interests along lines which will best subserve her business development.

If this constitutional proposition presents itself in the General Assembly it is to be hoped that the City Council, acting for and in behalf of our city, will make itself active in helping to have the provision passed.

The Valley Railroad's Prospect.

In connection with the matter of our southern business, the Council will remember that it has taken practical steps toward making the city's holdings in the Valley Railroad of greater practical value. The Mayor's office has co-operated readily with the councilman from the Twelfth Ward, who has the matter in charge; and, if the matter is vigorously pushed, there is some likelihood of the results working out advantageously to our city.

There is no question that the superficial figures, as given in the annual reports of the Valley Railroad, are unsatisfactory. In fact, there is much in many of those reports which apparently is contradictory. There is enough matter patent, however, to indicate that Baltimore's interests in that road have important market value; and those interests ought to be converted into cold cash or else made of practical service by forcing the associated railroads to operate the general plant in a way advantageous to Baltimore.

I recommend that the Council put behind this movement an aggressiveness of action that will force concessions that are acceptable to our city. If an enabling act of the Legislature is needed to push the probe to the necessary extreme limit, I would urge that the Council, through its legislative committee, endeavor at once to secure the required legislation at Annapolis. Now, that this matter has been pushed forward thus far, I would suggest that we relinquish nothing that we have gained, but push further on toward final success.

Future Trade and Our Dock Facilities.

I am also fully persuaded that the great future which is in store for the South makes it doubly imperative that we should

take up for careful consideration a further development of our harbor facilities. We have already made great progress in that direction; and our experience has already demonstrated the wisdom of additional construction. The trade between here and the South, if properly cultivated, is bound to grow. There is no reason why Baltimore should not be developed into the greatest importing and exporting city of the South. If we lose the opportunity, the fault will lie with us.

In this connection, it must be remembered that shipping corporations, when seeking suitable termini for traffic, don't wait for the building of docks if they can find suitable cities where the docks are already built. The shipping interests usually prefer those points where they find satisfactory dock facilities all ready and waiting. Ordinarily the establishment of a trade route is a matter of quick determination. The evolvement of projects like that don't spread over a sufficiently long period to make possible the construction of the necessary docks during the interim. Shipping enterprises spring up or shift from place to place with such suddenness or unannounced swiftness that the city, which is not then and there prepared to accommodate them, usually loses the opportunity. If a city is not instantly ready with its facilities, the undertaking, with its attendant business, will be certain to locate elsewhere.

For that reason, it will be wise for Baltimore, in its dock accommodations, to keep far ahead of the actual, immediate demands. With a future that offers so much to us, it would be an unpardonable municipal blunder for the city to ever be caught without adequate facilities to meet any sudden shipping opportunity that might present itself. All such opportunities, when lost, are generally lost forever. Hence, the wisdom of our being abundantly provided, and provided in advance.

I do not advise any wasteful or extravagant outlays along this line. I believe in care and circumspection. Each extension should be made only after the most mature thought and financial calculation. Nothing should be done which will mean a disproportionate burden upon the treasury of the muni-

cipality. The loan question, in connection with such a movement, should be handled within safe and conservative bounds. But, since the entire dock system is supposedly developing along self-supporting lines, that fact of itself should be an encouragement to take up the proposition and work out its fullest possibilities.

The Effect on Foreign Commerce.

In this connection it is well likewise to remember that the commercial development of South America is going to be one of the most interesting trade propositions that the next twenty-five years will present. Baltimore ought to figure effectively in the practical fruits of that development. And it should be obvious to any one that the possession of a good harbor, with abundant dock facilities, will give us a commanding position in the great shipping rivalries which will follow.

Our import and export trade certainly needs nursing. When statistics tell us that Baltimore's merchandise export values have dropped from $115,530,378 in 1900 to $77,550,658 in 1909, it is proof conclusive that it is high time for us to be looking for outside markets. There is no reason why Baltimore should not be a large exporting city to South America, and at the same time become a large importing city from the same source, thereby developing into an important distributing centre.

It does not comport with the logic of our city's size and fortunate advantages to be forced to admit that during the past nine years our merchandise imports have shown such a paltry little increase as only $4,977,045. The increase in nine years should have been at least five times that amount.

"Industrial and Shipping Commission."

In view of the tremendous practical problems which will confront our industrial and shipping interests during the years just ahead of us, I think it would be wise to provide for an effective and experienced body to handle these problems.

There ought to be a well-organized "Industrial and Shipping Commission," such, indeed, as will grapple with these various business proposition with promptness and aggressiveness.

There ought to be a municipal commission—provided for by the municipality—co-operating with the city government—and, yet, absolutely independent. An organization of this kind is needed in every big city. Nearly all of the more progressive cities have them. It has been found wise to have an agency of this kind, endowed with quasi-official functions.

I feel that an ordinance should be passed providing for such a commission. The ordinance should authorize a commission of seven members. One member should be recommended by the Chamber of Commerce, one by the Maritime Exchange, one by the Real Estate Exchange, one by the Merchants and Manufacturers' Association, one by the Travelers and Merchants' Association, one by the Stock Exchange, and the seventh member should be the Mayor.

These members, like all other official boards, should be made to qualify before the Mayor. The city should provide for an appropriation sufficiently large to make possible the continued employment of a very competent secretary, which secretary shall be chosen by the members of the commission itself.

A commission of this kind will give to the city the very character of agency needed, through which the municipal government can operate in the all-important duty of taking advantage of every possible opportunity that may offer itself to the city.

The commission will thus consist of a representative of the shipping interests; of the grain exporting interests; of the wholesale and retail mercantile interests; of the big and little manufacturing interests; of the real estate interests; and of the distinctly financial interests. And each of said representatives will be picked by the organized interests themselves. The commission, as a consequence, should be one of the greatest and most influential public bodies in Baltimore.

MUNICIPAL MATTERS.

Some of the Items with Which the City Has Had to Deal.

There are many things relating to certain changes in the machinery of our city government which I will omit from this message because I presume they will all be solved by the Charter Revision Commission. In so far, then, as those matters will probably be embodied in the new Charter that will be offered, I think it well for the present to reserve my comments.

Public Utilities Commission.

There is certain legislation about to come up in the General Assembly which I think demands our most vigilant attention. While there seems to be a consensus of opinion as to the propriety and necessity for a public utilities commission, there is a wide divergence of opinion as to the character and composition of that commission. I, for one, am emphatic in my convictions that Baltimore city should play an exceedingly important part on the commission.

A public utilities commission is bound to affect Baltimore city more than it will all the balance of the State put together. Such a commission is bound to thrust itself into the utmost reaches of our local activities. It will lay its hand upon various agencies which are of greatest importance to our comfort and prosperity. All the State, added together, will not be affected to half the degree that the operations of such a commission will affect this city.

By reason of these facts, I feel that the public utilities commission should be so organized as to make possible the fullest measure of "home rule" that such an experiment will admit. I feel that Baltimore should be allowed to dominate the situation so far as her own local utilities are concerned. Familiarity with home conditions is absolutely essential to an efficacious application of the public utilities idea. That is why I think

that, inasmuch as the great bulk of the service of such a commission will be rendered to Baltimore city, it is right and just that Baltimore city should enjoy her proportionate share of influence on the commission.

I would much prefer to see a home commission for home utilities, if such were obtainable. I say that because I am a firm believer in the sensible and American doctrine of "home rule for local matters." If we cannot have an absolute home commission for home utilities, I still feel persuaded that the law should give us a dominating position on the commission in so far as the actual Baltimore city utilities are involved.

To that end I think the city government should now lend its utmost influence. The City Council and the public at large should work with the view of trying to mould the public utilities bill in conformity with these ideas.

Union Station and B. & O. Grade Crossings.

During the year we have been face to face with several important propositions which involved the city in negotiations with two of our biggest railroad corporations. In both instances the City Council played its part. Those two problems had for years been bandied about from the city to the corporations, and from the corporations back to the city, until the public had begun to believe that a practical solution would never be found.

The two problems in question were (1) the Union Station changes and (2) the B. & O. R. R. grade crossings.

The present city government, instead of haggling over the problems, took them up in business-like manner. The consequence is, work has already begun on the plans which will give us a new and creditable "Union Station," at the same time that additional local comforts and conveniences will be guaranteed to the general public.

There is no question in my mind as to the character of improvements which will spring up upon the site of the present Union Station. I have in the Mayor's office a picture of the

front elevation of the proposed new station. It is a very attractive piece of railroad architecture; and, when completed, will provide Baltimore with a station of which the most enthusiastic can feel proud. I feel perfectly convinced in my own mind—knowing the Pennsylvania Railroad as I do—that, when they finish their proposed plans, they will present an improved situation in the Jones Falls Valley which will be exceedingly gratifying to all Baltimoreans. Not only will our city have a larger, finer, more commodious, and more imposing station building, but all the comforts, conveniences and general agencies of safety will be multiplied.

Besides, the complete alteration of the trackage scheme will guarantee a substantial reduction in the smoke annoyances, thereby adding to the comfort of the surrounding neighborhood.

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Even so with the South Baltimore railroad crossings. This proposition was likewise forced to a practical solution, thereby removing from agitation a problem which was fraught with vexatious features, yet meritorious in its general intents and purposes.

In this connection let me say that I have been positively assured by the officials of the Baltimore and Ohio Railroad that they will work out the actual establishment of these grade crossings with the utmost possible promptitude. I have their assurance that they will co-operate heartily with the city in the endeavor to make the crossing proposition a perfect success. Until I have reasons to think to the contrary, I shall accept these assurances as being sincere. With a cordial co-operation between city and railroad the whole project, when started, should become a matter of rapid progression.

Big Projects Ahead.

There is a series of important public undertakings in contemplation, or in course of actual development, which ought to

appeal strongly to the people. Each of these several items should be taken up in the order of its importance or in the order of its public value or utility. Permit me to mention one or two.

Our people are to be congratulated upon the fact that these pending and prospective improvements are certain to place Baltimore abreast with the most progressive cities in the world. A line of *municipal* energy and enterprise is now in course of operation, which is bound to produce magnificent practical results for the city.

There is no function committed to the city government that is more important or more precious than the preservation of the public health. There is no aim of more direct service and benefit to the public itself than the establishment of the very best sanitary conditions.

To this end the city has been engaged during the past several years in building one of the finest sewerage systems in the world. It is doubtful if Baltimore's equal in this direction can be found, much less its superior. Splendid work has been done and an excellent aggregate of results achieved.

The people at large have small conception of the tremendous volume of construction that has already been finished. The most of the work is under ground, for which reason it is beyond the vision of the tax-paying public. I have seen and carefully inspected it all. The work, up to date, is a fine monument to engineering skill and construction energy. Miles upon miles of underground sewer lines have been completed; while the immense tunnel-like outfall sewer runs from the city to Back River like a giant subway.

The plans of the Sewerage Commission promise to give us a system that will provide incalculable comfort and sanitary safety for our people. Hence the propriety of doing the thing right. More money will be needed to properly finish the undertaking. It is of such vast importance to the city, however, that there is no doubt in my mind that the public, at the proper

time, will provide funds sufficient to accomplish in full what we have planned to attain.

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Another line of improvements which have redounded to the credit as well as the profit of the city, is embraced in the work of the Commissioners for Opening Streets. Upon that Board has devolved all the work and responsibility of handling and placing the Annex Loan. In the "Addenda" of this message will be found a report from the Commissioners giving a complete recapitulation of their work. It will be found that these duties have been so intelligently and conscientiously performed that the Annex Loan has already proved itself a profitable investment for the city. The additional returns, coming into the treasury as the result of the paving in the Annex, are more than repaying the cost of the loan at the same time that it is building up and improving a growing section of our city. The Annex is destined to prove one of the largest revenue-producing sections of Baltimore. Conditions are such that property in that section is bound, year by year, to grow more and more valuable, for which reason it is good business for the city to hurry along in its efforts to bring in as much of that property as possible on the full tax rate.

In my opinion, it will prove a paying proposition for the city to enlarge its Annex obligations; because, by so doing, we will be able to multiply the Annex improvements and thereby so largely expand our taxable basis out there that it will relieve much of the burden now being carried by the residents of the so-called "old city."

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The Civic Center means an important step in the direction of public utility as well as embellishment. There are some features of the general plan which will create sharp divisions of sentiment.

At the request of the Municipal Art Society, a committee of "one hundred" has been selected to investigate public sentiment, with the view of promoting so much of the general

scheme as will meet popular approval. The appointment of this committee will commit the city to nothing. Its purpose, primarily, is to fathom public sentiment and then make the actual proposition conform itself to so much of the plan as the public will readily endorse.

The plan has so much of beauty and practical merit in some of its phases that it would be a pity to suffer its ultimate success to be lost for no reason in the world other than a lack of interest. It is generally conceded that the construction of a boulevard over Jones Falls would be one of the most sensible improvements ever undertaken in Baltimore. It would open up a spacious highway from the harbor to the Pennsylvania Railroad, thereby providing the city with a most excellent avenue for commercial traffic.

City Stock Exempt from State Taxes.

One of the most important items of municipal finance is to secure the best possible market for municipal securities. It is a generally accepted principle of state policy that no commonwealth should hamper the securities of the various municipalities within its own jurisdiction. It is upon that principle that we have always agreed that the State of Maryland should not tax Baltimore city stock. The imposition of a State tax is an unfair burden, fastened by the Legislature upon one of the most important governmental agencies under State control.

The City of Baltimore is not only a leading tax producing source for the State; but it also performs for the State a wide scope of far-reaching governmental functions. The issuance of city stock is one of the financial methods by which the city accomplishes its governmental ends. That stock is a public security, and is issued solely and exclusively for public purposes.

It does seem incongruous that a superior public authority should tax the securities of another public authority, especially when those securities were issued for the general welfare of the same people which are under the jurisdiction of the said superior authority.

Therefore, I think we should make another strenuous and unremitting fight in the General Assembly with the view of inducing that body to exempt city stock from all future State taxation.

The Police and Legislation.

Every session of the General Assembly finds itself confronted with miscellaneous measures relating to the Baltimore Police Department. Those measures cover a multitude of items, ranging from the cost of a uniform to the size of the department itself. The most of these propositions embody matters of large expense to the city treasury. In fact, all the costs and outlays connected with the Police Department are borne by the municipality.

And, yet, bill after bill is introduced in every session of the Legislature which has for its ultimate object something that will necessarily increase the expense burden to be borne by the city. The majority of these bills are offered in the General Assembly without the sponsor for said bill consulting with any of the responsible city authorities or without the said sponsor conferring with any of the members of the Board of Police Commissioners.

Despite the admitted fact that the police are conservators of the peace, thereby becoming important State functionaries, I still contend that the police force is so truly localized in its general bearing that all of the multifarious regulations, bearing upon said department, should be controlled by the Mayor and City Council, co-operatively with the Police Board. The fact that the people of Baltimore have to pay all the costs and expenses of maintaining the department, certainly entitles the municipality to the just claim that the city authorities should have the first consideration in all matters relating to the police force.

Regulating Liquor Traffic.

During the present year the liquor license charges will mount to the thousand dollar limit. That will be the final

advance. The license system will presumably settle down permanently on that basis.

After the conditions have been tested and the situation has fully adjusted itself, it seems to me that it would be wise to take up the general subject and treat it in a way that will eliminate the known causes of trouble and irritation.

I find that there is a feeling among the liquor dealers that a basis of fair and reasonable regulation should be found; and that those regulations, when adopted, should be enforced with consistency and with the utmost impartiality.

With a scheme of regulation that will be generally approved, backed up by an impartial enforcement of the same, there should be a complete disappearance of discontent, and all excuses for breaches of the law should likewise disappear.

In changing the law, the alterations should be worked out with great care and circumspection. There should be no haphazard or experimental temporizing. A strong, acceptable, common-sense system should be devised.

To that end, I think a commission, consisting of the most reliable, as well as representative men in our community, should be appointed, to whom should be committed the task of evolving a system of impartial regulations that will be satisfactory. That will prevent any one line of license holders from enjoying privileges or advantages that are denied to others.

We Need All the Liquor License Revenue.

Again, I call your attention to the propriety of endeavoring to win back from the State a large aggregate of revenue which legally belongs to us. The liquor license revenue, which is derived solely from local licenses, should not have twenty-five per cent. of it scaled off for the benefit of the State. The city has all of the responsibilities of the local liquor traffic to carry; it has to pay for the policing and all the other attendant requisités; and the revenue is of a kind that is peculiarly local in its character.

The proper course in this item of finances is simple. The

State should concede all of the local liquor license revenue to Baltimore city and to each of those counties which permits the licensing business. That is to say, Baltimore city should have all the liquor license revenue collectible within her own jurisdiction, and the like privilege should be given to the respective counties.

That being true, the City Council should bring to bear the utmost pressure to accomplish that concession. If we could retain all of our liquor license revenue, it would relieve our local tax burdens about seven cents on the tax rate.

Natural Gas.

We have had presented to us, on behalf of the Consolidated Gas Electric Light and Power Company, a proposition to supply the city with artificial gas, natural gas and electric light. The prices vary from ninety cents for artificial, fifty-eight cents for natural gas and ten cents a kilowat hour for electricity, with certain reductions based on the amount of light and power used. The Gas Company was not content to do this unless the city should pass an ordinance making these prices final and binding for a period of twenty-years. Of course such an ordinance would require the legislative sanction of the General Assembly before it could become effective. Upon the point of tying the city up on these prices for a period of twenty years for both gas and electric light, the Board of Estimates and the Gas Company have disagreed, and for the time being the negotiations have been discontinued. The company has stated its unwillingness to accede to the terms and conditions of the ordinance as amended by the Board of Estimates, reducing the term to five years, after which time the price and all other conditions relating to the franchise would be subject to the control of the Board of Estimates or Public Utilities Commission if one should be formed in the meantime. So much has been written and said upon this subject, both pro and con, that I do not think it necessary to go further into the subject except to say that every member of the Board of Estimates is willing and anxious

to have natural gas introduced into this city upon terms which are fair, and we will always hold ourselves ready to confer with the promoters of the project. None of the members of the Board have the least misgiving that the terms and conditions as set forth in the ordinance were such that to have acceded to them would have betrayed the trust reposed in us. I, therefore, sincerely hope that the Gas Company will in the near future meet us in a spirit of compromise and enable the citizens to enjoy the benefits of natural gas upon terms fair both to the company and to the city. The Consolidated Gas Company already has a practical monopoly of the gas and electric light business; and it would indeed be a mistake to give up for a period of twenty years the right to reasonably control, in the interest of the public, the price at which this commodity is to be served.

Should the Consolidated Gas Co. be not willing to bring natural gas to the city upon such terms and conditions as the city can accept, I will strongly urge that the power and authority be given the city to grant a satisfactory and safe franchise to such other corporation as will accept upon terms agreeable to the city, thus enabling the city to reap the benefit of cheaper heat, light and power.

Water Department Finances.

The experience of the past three years has convinced me that some important changes are needed in the future financial provisions of the Water Department.

That department is far from being self-sustaining. That is to say, the revenue from the water meters and from the flat rate service does not measure up to the requirements needed to make the department fully efficient. The result is that the city has annually been forced to make provision for a deficiency.

That policy should be altered. The department should have a sufficient sum provided for it out of the general levy, without water rents; or else it should make the water rents sufficiently high to abundantly cover the departmental demands; or else

the operations of the department should be compressed within the limits of the revenue provided for it.

This policy of carrying over deficit after deficit, with the expectation of having it relieved by the succeeding general tax levy, is all wrong and should be brought to a stop, once for all.

It is for the Council to determine what alternative it will adopt. Until some settled and fixed policy is evolved, such as will meet the regular requirements of the department, it is my purpose to force rigidly the most far-reaching care and economy of which the department is capable. While necessity compels the present adoption of this policy, it is none the less important that we do not permit this extreme economy to hamper or cripple the efficiency of the department. If this rigid cutting down of operating expenses to the very root should threaten to make the department's work unsatisfactory, it will then become *necessary* for us to have recourse to higher water rates or to some other means whereby to add to the department's aggregate revenue.

Restricting the Building of Garages.

There is no doubt that the automobile is with us to stay. It is further evident that the number of automobiles in our city is bound to grow and to grow very rapidly.

That means the continued increase in the number of our garages.

There is no question that the garage is an indispensable necessity. We must have them. The comfort and convenience of the public demand them.

My experience during the past two years, however, has convinced me that there should be some restrictions and limitations relative to their location and construction.

Their very nature is such that they should not be permitted to thrust themselves anywhere. Luckily for Baltimore the most of our garages are ornamental and they are handled in a remarkably considerate way. But our good fortune in the past is no assurance that the same good fortune will continue.

On the other hand, there is every reason to fear that there will spring up a number of such places which will not be desirable, either architecturally or otherwise.

Hence, my suggestion that the public be protected. I insist that there should be rules and regulations ordained, governing the future placements and locations of garages. If this is done at once, it will relieve the public of a succession of disagreeable future encounters with persons desiring to build or open a garage upon some illogical site.

"Woman Suffrage."

In my opinion the time has come for the municipality of Baltimore to frankly and fairly face the proposition of "woman suffrage."

There is no dispute as to woman's mental or moral qualifications for suffrage. All of the objections—such as are pressed—are based entirely upon sentimental grounds. Many of these sentimental objections are but the repeated remnants of old chivalric days; that is, of those days when woman was regarded as a pampered hot-house plant, not as an active, aggressive social agency.

A marvelous change has been wrought in the world's conception of "woman's sphere." The developments of the past half century have destroyed much of the foolish fiction that well-meaning prejudice had hitherto created as to the proper place of woman in public life. Woman herself, by her life, by her experience, by her modern practical education, and by her own expansion of thought and action, has vindicated her right and ability to participate in public affairs. She has fully demonstrated by concrete example that she is abundantly capable of grappling with public questions, and of pursuing a line of political conduct in conformity with a sound solution of those questions.

That being true, it seems senseless for us to quibble or hesitate any longer. There are numerous municipal problems which are of a character that appeal peculiarly to women.

Their participation in the elections will prove a valuable factor in pushing the settlement of such questions to a wise conclusion. At least that is my opinion.

I am convinced that the admission of women to the municipal suffrage will prove wise and salutary. Suffrage for women is coming. It is inevitable. Why then should Baltimore lag behind in a movement that has within it so much of practical value as well as of justice?

We should meet the proposition squarely and generously. We should take some action leading towards a securement of proper suffrage legislation. I would suggest the adoption of a resolution of the Mayor and City Council of Baltimore, urging upon the General Assembly the enactment of such laws as will enable women to participate in municipal elections, subject to certain limitations which will debar the ignorant and the depraved.

City Hall Annex No. 2.

The old Central Police Station was in such condition as to be unfit for police purposes and consequently was abandoned as a station house; and I thoroughly agreed with this decision of the Board of Police Commissioners.

For some time past the need of additional room for several of the city departments has been apparent. In order to secure proper accommodations, I had the old station house thoroughly renovated, tearing out the cells and partitions, and rearranged the building so as to take care of the following departments:

Commissioner of Street Cleaning,
Electrical Commission,
Topographical Survey.

Before this change took place, it was necessary for the Commissioners for Opening Streets to have their offices in the Hoen Building and the Commissioner of Street Cleaning also had a room there. By removing the Commissioner of Street Cleaning and the Electrical Commission from the City Hall sufficient room was secured to accommodate the Commissioners

FINANCIAL

FINANCIAL.

It is my duty to submit to you a statement showing the general financial condition of the city. This can best be done by reproducing here the figures reported to me by the City Comptroller, the City Collector and the City Register, together with certain miscellaneous financial information.

Those figures are as follows:

City Comptroller.

The Comptroller's books, which are the general books of the city's business, show at the end of 1909 a balance in the General Treasury account of $251,840.50 cash charged against the City Register, which has been duly verified by cash on hand and the balance in depository banks.

During the year there has been issued 16,424 pay warrants, covering an expenditure of $18,192,655.20 and 700 receipt warrants showing a receipt of $18,444,495.70 (including balance of January 1, 1909, of $113,072.89).

The surplus account at the close of the year is approximately $338,028.95, which is carried forward to 1910, and has been estimated in the tax levy of that year.

CITY COLLECTOR.

TABLE A—Total City and State Taxes, Including the Rural, Suburban and Annex, Received from January 1, 1909, to December 31, 1909.

				Rural, Suburban and Annex.		
	City.	State.	Total.	City.	State.	Total.
January	$4,008,697.05	$349,227.28	$4,357,924.33	$85,416.44	$16,137.20	$101,553.64
February	572,058.45	41,487.43	613,545.88	26,650.00	5,545.25	32,195.25
March	495,195.63	31,091.51	526,287.14	18,401.45	3,844.52	22,245.97
April	572,809.30	38,859.38	611,668.68	14,287.37	3,043.22	17,330.59
May	398,107.27	29,339.58	427,446.85	11,824.03	2,634.63	14,458.66
June	427,058.20	36,345.58	460,403.78	18,015.38	3,824.54	21,839.92
July	1,126,871.17	83,298.79	1,210,169.96	34,112.70	7,294.42	41,407.12
August	118,118.18	32,477.86	150,596.04	8,365.83	2,613.18	10,979.01
September	140,465.64	10,775.60	151,241.24	8,059.60	2,059.62	10,119.22
October	109,504.32	8,880.64	118,384.96	5,186.40	1,081.63	6,268.03
November	166,825.33	13,042.72	179,868.05	6,678.66	1,362.89	8,041.55
December	206,585.59	13,584.89	220,170.48	5,834.04	1,210.97	7,045.01
Total	$8,339,296.13	$688,411.26	$9,027,707.39	$242,831.90	$50,652.07	$293,483.97

City, including Streets and Mortgages	$8,339,296.13	State (City Proper)	$688,411.26
Rural, Suburan and Annex	242,831.90	State, Rural, Suburban and Annex	50,652.07
Total	$8,582,128.03	Total	$739,063.33

City	$8,582,128.03
State	739,063.33
Total	$9,321,191.36

CITY REGISTER.

Receipts and Payments.

The receipts were as follows:

Cash to credit of sinking and special funds, December 31, 1908		$18,761.04
Interest on stocks and investments		719,818.35
Interest on deposits (daily bank balances)		847.97
Ground rents and rentals from real estate		29,880.72
Water Board 1½% on gross receipts for 1908, for Water 1943 Loan Sinking Fund		15,360.45
Park Board, 5% on gross receipt "Park Tax," 1908, for Public Park Sinking Fund No. 2		23,686.05
Park Board for Public Park Improvement 1955 Loan Sinking Fund		8,800.00
City Collector, by Tax Levy for the various sinking funds		668,352.64
Premiums on the sale of Annex Improvement 1954 Loan, New Engine House 1957 Loan, New School House 1957 Loan and Conduit 1958 Loan		90,597.50
Mayor and City Council, to supply the annual deficiency in income of Enoch Pratt Free Library Fund		4,258.00
Mayor and City Council, the unexpended balance of Harford Run 4% 1920 Loan		3,096.89
Mayor and City Council for Annex Improvement 1954 Loan Sinking Fund	$17,500.00	
Less portion through City Collector	16,865.07	
		634.93
Mayor and City Council for New Sewerage Improvement 1980 Loan Sinking Fund	$37,000.00	
Less portion through City Collector	35,657.58	
		1,342.42
Amount carried forward		$1,585,436 96

Amount brought forward		$1,585,436.96	
Mayor and City Council for New Engine House 1957 Loan Sinking Fund	$8,800.00		
Less portion through City Collector	8,480.72		
		319.28	
Mayor and City Council for New School House 1957 Loan Sinking Fund	$8,800.00		
Less portion through City Collector	8,480.72		
		319.28	
Mayor and City Council for Water 1958 Loan Sinking Fund	$38,000.00		
Less portion through City Collector	36,621.28		
		1,378.72	
Mayor and City Council for Conduit 1958 Loan Sinking Fund	$7,600.00		
Less portion through City Collector	7,324.30		
		275.70	
			$1,587,729.94

Payments were as follows:

City stocks purchased for sinking and special funds	$1,362,059.28	
One year's interest on W. M. R. R. 3¼% 1927 Loan	55,380.00	
One year's interest on W. M. R. R. 3½% 1950 Loan	30,625.00	
One year's interest on W. M. R. R. 3½% 1952 Loan	35,000.00	
One year's interest on W. M. R. R. 4% 1925 Loan	27,360.00	
Enoch Pratt Free Library Annuity	50,000.00	
Maryland Institute, account of Frederick Raine Fund	7.00	
		1,560,431.28
Balance to credit of sinking and special funds, December 31, 1909		$27,298.66

The Financial Condition of the Corporation.

Amount of the Funded Debt, December 31, 1909		$56,584,082.95	
Amount of the Floating Debt three promissory notes of the Mayor and City Council, issued to the Baltimore Sanitary Contracting Company, each for $55,500, and dated January 2, 1908, at two, three and four years, bearing interest at 5% per annum, as provided in the Ordinance of Estimates for the year 1908	$166.500.00		
Two, three and four years interest thereon	24,975.00		
		191,475.00	
			$56,775,557.95

Against which the city holds the following productive assets:

Sinking Funds, face value	$20,251,975.79	
Water Works, stock outstanding	9,500,000.00	
Electrical Subway System, stock outstanding.	2,250,000.00	
550 shares Baltimore and Reisterstown Turnpike stock	2,062.50	
137 shares Baltimore and Frederick Turnpike stock	456.66	
		32,004,494.95
Excess of Funded and Floating Debts over productive assets		$24,771,063.00

Unproductive Assets.

10,000 shares of Valley Railroad Company of Virginia stock	.....	
625 shares Baltimore and York Turnpike stock	.....	
New Court House, cost	$2,750,000.00	
City Hall, cost	2,250,000.00	
Market and school houses, wharves, jail, police stations, almshouse, iceboats, quarantine station, parks and squares, etc	15,000,000.00	
		$20,000,000.00

The foregoing statement does not embrace any items connected with the current receipts and expenditures, but refers only to the stock obligations of the corporation and to investments specially set apart for the redemption of the same. The accounts now submitted for your consideration exhibit in detail all the transactions of the Commissioners of Finance for the current fiscal year.

The Funded Debt.

The Funded Debt December 31, 1909, is	$56,584,082.95
The Funded Debt December 31, 1908, was	51,988,882.95
Showing an increase during the year of	$4,595,200.00

Thus explained:

New Sewerage Improvement 3½% 1980 Loan issued	$1,667,800.00	
Burnt District Improvement 3½% 1954 Loan issued	745,400.00	
Water 3½% 1943 Loan, issued	396,000.00	
Conduit 3½% 1928 Loan, issued	36,000.00	
Annex Improvement 4% 1954 Loan, issued	500,000.00	
New Engine House 4% 1957 Loan, issued	500,000 00	
New School House 4% 1957 Loan, issued	500,000.00	
Conduit 4% 1958 Loan, issued	250,000.00	
		4,595,200.00

Increase of Funded Debt Authorized, but not yet issued:

Annex Improvement 4% 1954 Loan, Ordinance No. 216, 1905	$500,000.00	
New Sewerage Improvement 3½% 1980 Loan, Ordinance No. 227, 1905	4,766,300.00	
New Engine House 4% 1957 Loan, Ordinance No. 239, 1907	500,000.00	
New School House 4% 1957 Loan, Ordinance No. 240, 1907	500,000.00	
Water 4% 1958 Loan, Ordinance No. 141, 1908	5 000,000.00	
Conduit 4% 1958 Loan, Ordinance No. 142, 1908	750,000.00	
Burnt District Improvement 4% 1960 Loan, Ordinance No. 391, 1909	1,000,000.00	
		$13,016,300.00

Increment of the Sinking Funds.

The increment of the sinking funds from December 31, 1908, to December 31, 1909 amounting to		$1,370,414.13
Was derived thus:		
From interest on stocks and investments	$673,345.86	
From interest on bank deposits	847.97	
From rentals of real estate	29,880.72	
From Water Board, 1½% on gross receipts for 1908, for Water 1943 Loan Sinking Fund	15,360.45	
From Park Board, 5% on gross receipts of "Park Tax" for Public Park Sinking Fund No. 2	23,686.05	
From Park Board, annual provision for Public Park Improvement 1955 Loan Sinking Fund	8,800.00	
From City Collector, tax levy for the various sinking funds	668,352.64	
From discount, in the purchase of city stocks for the sinking funds	540.72	
From premium on the sales of Annex Improvement 1954 Loan, New Engine House 1957 Loan, New School House 1957 Loan and Conduit 1958 Loan, made May 17, 1909	90,597.50	
From Mayor and City Council, for account of Annex Improvement 1954 Loan, New Sewerage Improvement 1980 Loan, New Engine House 1957 Loan, New School House 1957 Loan Sinking Funds	$117,700.00	
Less portion through City Collector	113,429.67	
	4,270.33	
From Mayor and City Council, unexpended balance of Harford Run 4% 1920 Loan, credited to the General Sinking Fund	3,096.89	
		$1,518,779.13
Amount carried forward		$1,518,779.13

Amount brought forward		$1,518,779.13
From which deduct:		
One year's interest on W. M. R. R. 3¼% 1927 Loan	$55,380.00	
One year's interest on W. M. R. R. 3½% 1950 Loan	30,625.00	
One year's interest on W. M. R. R. 3½% 1952 Loan	35,000.00	
One year's interest on W. M. R. R. 4% 1925 Loan	27,360.00	
		148,365.00
		$1,370,414.13
They show the receipts, including a cash balance of $18,761.04, at the beginning of the year to have been		$1,587,729.94
And the payments to have been		1,560,431.28
Leaving a balance to the credit of the sinking and special funds, on December 31, 1909, of		$27,298.66

Face value of city stock, purchased during the year for the sinking funds, amounted to $1,361,900.00, and cost $1,361,359.28.

Funded Debt, December 31, 1909.

Name of Loan.	Rate.	Authority for Issue.	When Redeemable.	Amount.
Water	5 per cent.	Ord. No. 65, 1877	July 1, 1916	$5,000,000.00
Funding	5 per cent.	Ord. No. 93, 1878	July 1, 1916	1,000,000.00
McDonogh Extension	5 per cent.	Ord. No. 157, 1890	September 1, 1916	280,000.00
Harford Run	4 per cent.	Ord. No. 86, 1879	January 1, 1920	250,000.00
Patterson Park Extension	4 per cent.	Ord. No. 120, 1882	October 1, 1920	200,000.00
Paving	4 per cent.	Ord. No. 140, 1880	November 1, 1920	500,000.00
Water	4 per cent.	Ord. No. 91, 1882	November 1, 1922	500,000.00
W. M. R. R.	4 per cent.	Ord. No. 71, 1882	July 1, 1925	684,000.00
Annex Improvement	4 per cent.	Ord. No. 216, 1905	June 1, 1954	1,500,000.00
Public Park Improvement	4 per cent.	Ord. No. 228, 1905	May 1, 1955	1,000,000.00
Water	4 per cent.	Ord. No. 82, 1886	November 1, 1926	1,000,000.00
New Engine House	4 per cent.	Ord. No. 239, 1907	June 1, 1957	500,000.00
New School House	4 per cent.	Ord. No. 240, 1907	June 1, 1957	500,000.00
Conduit	4 per cent.	Ord. No. 142, 1908	December 1, 1958	250,000.00
Conduit	3½ per cent.	Ord. No. 120, 1896	January 1, 1922	1,000,000.00
Conduit	3½ per cent.	Ord. No. 87, 1902	January 1, 1928	1,000,000.00
Internal Improvement	3½ per cent.	Ord. No. 98, 1888	July 1, 1928	4,850,000.00
Consolidated	3½ per cent.	Ord. No. 58, 1890	July 1, 1930	5,000,000.00
Funding	3½ per cent.	Ord. No. 112, 1896	July 1, 1936	1,453,300.00
Public Improvement	3½ per cent.	Ord. No. 100, 1892	January 1, 1940	6,000,000.00
Refunding	3½ per cent.	Ord. No. 32½, 1898	January 1, 1940	4,300,000.00
Water	3½ per cent.	Ord. No. 86, 1902	January 1, 1943	1,000,000.00
Four Million	3½ per cent.	Ord. No. 137, 1894	March 1, 1945	4,000,000.00
W. M. R. R. Refunding	3½ per cent.	Ord. No. 18, 1898 Ord. No. 32, 1900	March 1, 1950	875,000.00
W. M. R. R. Refunding	3½ per cent.	Ord. No. 18, 1898 Ord. No. 32, 1900	January 1, 1952	1,000,000.00
Burnt District Improvement	3½ per cent.	Ord. No. 71, 1904	June 1, 1954	6,000,000.00
New Sewerage Improvement	3½ per cent.	Ord. No. 227, 1905	October 1, 1980	5,233,700.00
W. M. R. R.	3¼ per cent.	Ord. No. 11, 1886	January 1, 1927	1,704,000.00
Stock due in 1860	6 per cent.		Unredeemed, no int. allowed	482.00
Water Stock due in 1875	6 per cent.		Unredeemed, no int. allowed	270.00
Consol. Stock due in 1890	6 per cent.		Unredeemed, no int. allowed	427.50
Five Million Stock due in 1890	6 per cent.		Unredeemed, no int. allowed	1,903.45
W. M. R. R. Stock due in 1902	6 per cent.		Unredeemed, no int. allowed	1,000.00
			Total Funded Debt	$56,584,082.95

Special Items of Interest.

Purchase of:

Water 1943	$396,000.00
Conduit 1928	36,000.00
Burnt District 1954	745,400.00

By Commissioners of Finance during the year entirely completes the authorized issue of these loans and removes from the market the issues of this class of loans, familiarly known as "Exempt for Corporation Purposes."

Sales made May 17, 1909, of Annex Improvement 1954, New School House 1957, New Engine House 1957, Conduit 1958, at 105.177, yielding a premium of $90,597.50, are regarded as the most advantageous sales of city stock made in recent years.

Horwitz Benevolent Fund—accepted under Resolution No. 7, 1888, will amount to $19,993.95 on July 1, 1910. When it reaches $20,000, the income will then be paid to the beneficiaries set forth in the above mentioned Horwitz will.

MISCELLANEOUS FINANCIAL INFORMATION.

TAXABLE BASIS OF THE CITY.

A Statement of the Taxable Basis of Baltimore City for the Year 1910 Is as Follows:

Real Estate (full city rate)		$324,511,733
Real Estate (suburban rate)		9,780,570
Real Estate (rural rate)		28,425,648
Personal (individuals, firms and foreign corporations)	$43,203,470	
Less plant exemption	4,154,953	
		39,048,517
Maryland incorporated companies (estimated)	$43,384,145	
Less plant exemption	4,384,145	
		39,000,000
Distilled spirits in bond (estimated)		1,200,000
Securities (30-cent rate)		158,666,848
Deposits in savings banks (estimated at 18¾ cent rate)		82,000,000
Total		$682,633,316

TAXABLE BASIS.

Year.	Real.	Personal.	Total.
1880	$184,356,295	$64,247,798	$248,604,093
1890	233,670,083	69,619,525	303,289,608
1900	247,220,752	142,744,070	389,964,822
1905	266,039,627	245,437,159	511,476,786
1908	325,723,818	298,758,772	624,482,590
1909	350,137,707	305,263,645	655,401,352
1910	362,717,951	319,915,365	682,633,316

POPULATION.

1880	332,313	(United States Census.)
1890	434,439	(United States Census.)
1900	508,957	(United States Census.)
1906	543,034	(Police Census.)
1907	689,910	(Including Suburbs; Estimated.)
1908	691,128	(Including Suburbs; Estimated.)

FUNDED DEBT.

Year.	Gross.	Net.
1900.....	$40,003,883	$19,270,455
1905.....	43,313,183	17,726,493
1908.....	48,070,933	19,881,930
1909.....	52,172,033	22,148,838
1910.....	56,775,558	24,771,063

INCOME PRODUCING ASSETS.

El. Sub. (self-sustaining from income)...	$2,250,000	
Docks (self-sustaining from income).....	6,000,000	
Markets (self-sustaining from income)...	1,263,839	
Turnpike Stk. (self-sustaining from income)	2,519	
City Prop. (lots.) (Inc. $30,965 per yr.)..	534,837	$10,051,195

The street railway companies of Baltimore pay to the city nine per cent. of their gross receipts from operation of their lines which lie in the bed of public streets. This is known as the "Park Tax," and amounted to $473,720.90 during 1909. This is expended entirely on the park system. Out of this income a sufficient amount is yearly set aside to provide for interest and sinking funds for park loans. No levy is made against taxpayers for park loans or for the support of the parks, squares, etc.

ADDENDA

LIST OF DEPARTMENTAL REPORTS.

(1) Health Department.
(2) Department of Street Cleaning.
(3) Commissioners for Opening Streets.
(4) Superintendent of Lamps and Lighting.
(5) Harbor Board.
(6) Supervisors of City Charities.
(7) Topographical Survey Commission.
(8) Free Public Baths Commission.
(9) City Engineer.
(10) Sewerage Commission.
(11) Collector of Water Rents and Licenses.
(12) Visitors to the City Jail.
(13) Superintendent of Public Buildings.
(14) Inspector of Buildings.
(15) Water Department.
(16) Board of School Commissioners.

ADDENDA.

There are many items of special concern to several of the departments to which allusion has already been made in the Mayor's message. Accompanying this message are here submitted a collection of succinct reports from nearly all of the departments. These reports summarize to a more or less degree the operations of each department. While sufficient data is here presented to give the City Council and the public definite information concerning the departments herein reported, the more detailed and amplified individual report of each department will be submitted at a later date.

HEALTH DEPARTMENT.

The Death Rate of the City Lower Than for Three Years—Splendid Work in Fighting Tuberculosis — Certain Additional Appliances Needed for a Proper Increase in Efficiency.

DR. JAMES BOSLEY, Commissioner.
DR. C. HAMPSON JONES, Assistant Commissioner.

The estimated population for the year 1909 is 591,000; white, 489,000; colored, 92,000.

Total number of deaths, 10,376, which is less than for the last three years and consequently there is a proportionately lessened death rate because of the natural increase of population.

Death rate per 1,000 of population—Whole	.....	16.93
White	.....	15.03
Colored	.....	27.00

This is highly gratifying because the steady decreasing death rate for several years indicates that the work of the Department is beginning to show itself, and I believe that the lowered death

rate will be made permanent with the completion of the sanitary sewerage system, and when a better water supply is established.

A few years ago our death rate was never below 19 per 1,000 of population. If such a rate had been maintained in 1909, there would have been not less than 11,229 deaths instead of 10,376, which shows a saving of 853 lives.

Our city continues to be free from what might be called the major infectious diseases such as cholera, yellow fever, bubonic plague and smallpox. The last of these (smallpox) has been kept down by our own efforts. Among the minor infectious diseases the showing of diphtheria is especially gratifying. There were only 756 cases reported during the year, which is the lowest since the year 1900. The gratification felt is not so much in the low number as it is in the fact that our work seems to have been the cause of a steady decrease in the number of cases year by year during the past ten years. We believe that this has been due entirely:

1. To the free distribution of antitoxin.
2. Placarding of houses.
3. Throat inspection before fumigating.
4. Fumigation.

Tuberculosis.

This infectious disease should really be classed as a major disease because of the large number of deaths produced by it. In 1909 there were 1,438 deaths as compared with 1,413 in 1908. This shows an increase of from 2.406 deaths per 1,000 of population at 2.431 per 1,000. When we review the years beginning with 1903 to date, we find that we have practically maintained the lowered death rate last year:

1903	2.482
1904	2.722
1905	2.587
1906	2.616
1907	2.548
1908	2.406
1909	2.431

The Board of Estimates granted this Department a substantial improvement in our force for the fighting of tuberculosis, which takes effect in 1910, by increasing our corps of nurses from two to fifteen, and by appropriating money for the erecting of a public disinfecting and incinerating plant. We shall use every effort with this improved force to lessen the ravages of the disease, but we cannot show its effect for two or three years because those people who will die of tuberculosis during the next five or more years are already infected. On January 1, 1910, there will be seventeen hundred cases in charge of our nurses.

Judging by the experience of other cities, such as London and Boston, we cannot hope to make much headway against the disease until we make adequate provision for the complete isolation of those who are distributing the disease. London has the lowest tuberculosis death rate of any city and Boston has lowered, in a few years, a death rate from 2.48 per 1,000 inhabitants to 1.77. This seems to be greatly due to the maintaining of large isolation hospitals and city dispensaries. Our hospital at Bay View is inadequate and not equipped for the great demands made upon it. It seems to me that the city must meet the demand for hospital space and the sooner it is done the less the final cost will be. At the present time we simply take care of the overflow and have made no steps to eradicate the disease.

Medical Inspection of Public Schools.

This work by the Health Department has progressed most favorably. In our annual report of 1908 we have embodied the individual reports of the school inspectors and their assistant nurses. According to their reports and other sources of information there still exists in many of the public school buildings conditions which either produce or aggrevate the bad physical condition of the children, and it is unfortunate that it is occasionally found that in the poorer districts where the children live under the most unsanitary conditions, there we

are apt to find also the more unsanitary school buildings. It is most unfortunate that our city, a number of years ago, seemed to forget that the necessity for providing school space for children was increasing year by year and that the neglect to provide new school buildings simply has made the conditions proportionately worse than they would have been if each year some school building had been provided or the old ones enlarged. Apparently our School Board has been forced into the rented buildings for school purposes that were originally intended only for dwelling purposes or for stores, and not in the least degree constructed for school purposes. This position of the School Board ought to be made impossible by the city at once making large appropriations every year, and for a time larger appropriations a year than what the increase would demand, so that the schoolroom space will become adequate for the scholars. Our old schools are old buildings which ought to be provided with lavatory facilities, where children can be cleansed and thus protect other children. School buildings ought not to have the space immediately around them built up, but ample playgrounds ought to be provided around the building so that plenty of fresh air and sunlight will get into the schoolrooms.

The latter half of this school year, beginning in the month of January, 1910, we will commence the examination of all the children of the Catholic Parochial Schools. There are thirty-eight of these schools in which many thousands of children are taught. This necessarily increases our work and lessens the thoroughness of it in the other schools, but it is so important that we should have the surveillance of the parochial schools as well as the public schools that we have undertaken the work without being properly equipped in the number of examiners and nurses. I, therefore, shall be compelled to ask the Honorable Board of Estimates to provide for an increase of force in the appropriation of 1911.

Quarantine.

As usual, our Quarantine Station, under the charge of Dr. Thomas L. Richardson, has shown its good work during the past year. There were 830 vessels boarded and inspected, which yielded a revenue of $15,142.50. On these vessels there were 61,129 persons inspected, which is nearly 54 per cent. increase over 1908. As an evidence of the good work that is being done in all of the seaports of this country and abroad, you will please note that out of all these thousands only one case of smallpox was removed to the hospital. Our Quarantine Hospital, however, not only protects us from invasion by sea, but also assists very materially by taking cases of smallpox that develop in our counties, especially in Baltimore county. This, of course, is done at the expense of the county, yet you can readily see that there is protection to the City of Baltimore because of the isolation and proper care of the cases that is made possible by the transference to Quarantine. During the year but two cases of smallpox developed within the City of Baltimore; one of them was imported from North Carolina and the other one contracted from this imported case; but the fact that we could immediately remove them to such a remote point as Quarantine, not only actually protected the city, but also created greater confidence on the part of the people because the cases had been removed.

Of the 830 vessels, there were only fifteen of them that were detained at Quarantine for observation or for fumigation because they had come from infected ports. During the year several improvements have been made at Quarantine by repairs to the former buildings and by the construction of an office building and residence for the Assistant Quarantine Officer, which was much needed. We consider, however, for the most economical and up-to-date treatment of quarantineable infectious diseases, that it is necessary to further improve our Quarantine Station by the construction of a pavilion hospital; that the pavilions be subdivided so that one or two rooms could be placed in commission at a time instead of the

entire hospital. As it is now the hospital consists of one building divided into four wards, and whether there are one or a dozen cases of infectious diseases the whole building is placed in commission. We sincerely hope, therefore, that the city will soon be able to appropriate money for such purpose.

Sydenham Hospital.

The city, in 1909, took one step in the right direction by building and equipping a hospital for the so-called infectious diseases—scarlet fever and diphtheria. Dr. W. P. Morrill was appointed the physician in charge some months before the opening of the hospital for patients, and by his supervision and suggestions many additions and changes have been made in the interior of the building and environment which have materially improved the hospital for the care of the patients.

The hospital was formally opened on April 3, and the first patient (scarlet fever) was received April 5. Including this patient there have been treated during the nine months of 1909 seventy-seven patients. The greatest number in the hospital at any one time was twenty-two.

The object of the establishing of such a hospital must be at least threefold:

1. Relieve the suffering poor.
2. To provide accommodations for those who can pay, but have no proper facilities in their homes for isolation, etc.
3. To lessen the number of cases of infectious disease.

The last includes the others, but this will never be accomplished until, as in tuberculosis, sufficient hospital accommodation is provided.

I respectfully urge upon Your Honor's attention that no provision has been made for the colored race, and no provision for either white or colored people suffering with measles. The want of some such provision prevented us from caring for a patient in charge of the North German Lloyd Steamship Company, who had a double infection of diphtheria and measles. Measles is a disease that is brought to this city by almost every

immigrant vessel, and it is a disease that directly or indirectly causes more deaths than scarlet fever and diphtheria combined.

In this connection permit me also to say that an Assistant Resident Physician should be provided. It is perfectly obvious that one physician cannot be at the hospital at all times, and sickness might incapacitate him at any time. So very few physicians are trained in infectious disease work that it will be very awkward, if not impossible, to pick up a substitute offhand.

Chemical and Bacteriological Laboratories.

Our Chemical and Bacteriological Laboratories, as usual, have been doing excellent work. The Chemical Laboratory, besides its investigations as to the condition of water and foodstuffs in general, has especially in charge the control of the supervision of the milk supply of the city. During the year our eight inspectors of milk have examined 6,327,063 gallons of milk, of which only 8,056 gallons were spilt, which we consider a most excellent showing as to the good quality of the milk now being sent to our city, because of the execution of the law that went into effect last June a year. Besides this the laboratory has examined:

14,031 samples of milk,
578 samples of water,
233 miscellaneous samples,
8,988 milk wagons examined,
22,932 dairies and stores examined.

During the year there were twenty-five prosecutions for violation of the Food and Milk Ordinance. Besides this work the Laboratory carefully scans the report of infectious diseases brought into other divisions of the Department, and wherever cases of infectious fever occur in places where milk is sold, the permit for the sale of the milk has been immediately suspended.

The special need for this division of the Department is a provision for one or two inspectors, whose duty it shall be to

examine the farm dairies. This would very materially aid us in our work of preventive medicine.

In the Bacteriological Laboratory there were examined:

Cultures for diphtheria	2,641
Cultures by throat inspectors	2,248
Specimens of sputum examined for tuberculosis	2,157
Specimens of blood examined for typhoid fever	2,159
Specimens of blood examined for malaria	371
Miscellaneous (infectious diseases)	94
Units of antitoxin supplied	3,225,000
Tubes of vaccine used during year	8,080
Water examinations	560
Milk examinations	1,117
Oyster and clam examinations	120
Miscellaneous examinations—condensed milk, crabs, fish, cold storage eggs, ice, rabbits, cheese and pudding	49
Specimens of meat examined for trichina spiralis	12

In the division of the Laboratory distributing culture material the following work was done:

Number of culture tubes distributed	15,879
Number of culture tubes brought back	11,790
Number of culture tubes used and sent to the Department	2,539
Number of typhoid boxes distributed	2,292
Number of typhoid boxes used and sent to the Department	2,058
Number of miscellaneous outfits distributed	146
Number of miscellaneous outfits used and sent to the Department	41
Number of sputum outfits distributed	2,928
Number of sputum outfits used and sent to the Department	2,236
Number of combined blood, urine and feces culture outfits distributed	144
Number of combined blood, urine and feces culture outfits used and sent to the Department	102

In addition to the large amount of routine work which the Bacteriological Laboratory has accomplished during the past year, a number of experiments have been performed to solve questions of practical importance by means of new investigations. These investigations have solved the problems of the proper amount of formaldehyde to be used in disinfection, and

have also been the means of devising a test which renders it much easier to detect the presence of the typhoid bacillus in water and in so-called carrier cases who may infect large communities. The Laboratory has also devised a mailing case for taking cultures directly from the blood in cases of typhoid fever and other intestinal infections, and about two hundred physicians have already availed themselves of this method. Investigations concerning the local effect of antitoxin in clearing out diphtheria bacilli from the throat and extensive experiments concerning the various bacteria in oysters are now under way, as well as the study of several unusual types of infectious conditions.

You will thus see that our Laboratories have done good work during the year, which has been very much assisted by the appointment of an officer last year whose duty it is to collect specimens for the Laboratories.

Fumigation Division.

Our Fumigation Division, under the charge of Mr. William E. Woodall, fumigated for

Diphtheria	1,279 rooms.
Miscellaneous	530 rooms.
Smallpox	....
Scarlet fever	681 rooms.
Tuberculosis	11,239 rooms.
Total	13,729 rooms.

The number of rooms fumigated for tuberculosis is an increase over last year, but the total number of rooms fumigated for infectious diseases is a little less than last year, because there has been less diphtheria and scarlet fever.

In this division of the Department is also the supervision of the burial of the pauper dead. Of these 749 have been buried. In this connection I beg to express my appreciation of the improvements that have been made at the Morgue, much of which has been reconstructed, and the introduction of an automatic

cooling apparatus not only makes more effective the cooling of the bodies, but also saves money in the cost of ice.

Plumbing Division.

The work of this division, under the charge of Mr. Charles I. Putts, Jr., is of the utmost importance to the city in general, and to every citizen in particular. The report of the division's work that I submit to you shows one item of 1,275 notices sent out to abate nuisances. This does not mean that they were the only notices sent out as the result of the inspection work of this division. The other notices have been sent out by the Health Wardens upon the reports given by the Plumbing Inspectors.

The following is the report of the Plumbing Department for the year ending December 31, 1909:

Permits for plumbing	2,764
Inspection of plumbing	12,880
Sanitary inspections	2,876
Drain inspections	1,851
Notices to abate nuisances	1,275
Applications approved by the City Engineer's Department	330

DEPARTMENT OF STREET CLEANING.

Exceptionally Fine Work Achieved—Development of Original Methods and Appliances for Effective Operations—Local Results Compare More Than Favorably With Other Cities.

JOSEPH L. WICKES, Commissioner.

The efficiency and success of the Street Cleaning Department depend upon four factors, each having its part to play in the general results obtained.

The first of these is sufficient money appropriation to properly carry on the work. To further this end, I am convinced

that the Board of Estimates has done everything in its power; but, as is well known, it has been very much handicapped by a lack of a sufficiently high taxable basis. The appropriation for street cleaning work in the city of Baltimore is about ⅓ per capita that of Boston and St. Louis, and ⅕ per capita that of New York. Handicapped as we have been by an insufficient appropriation, the results accomplished have been, on the whole, most satisfactory.

The second factor in this work that makes for success is efficient organization. The organization of the Department has been changed from time to time as circumstances demanded, and I think each change has been an improvement. The primary object of most of these changes has been the fixing of individual responsibility; in other words, giving each man as nearly as may be his task to perform, and if the task is not properly performed, holding him personally responsible. This seems to be the only practical way of handling a body of men spread out, as these men must necessarily be, over a large area. Then, by a system of supervision and inspection, a weak spot can be discovered with very little loss of time.

New Methods and New Appliances.

The third factor of success is sanitary and economical methods. The application of this principle is somewhat difficult in Baltimore on account of the many miles of rough cobble streets that we have to care for. The use of new methods and new appliances are of no avail on many of our streets, as most of the appliances are constructed for use on improved smooth pavement, such as sheet asphalt, bitulithic and brick, and, to obtain proper results even with these, it is necessary that they should be in good repair. In line with improvements that have been made from time to time, I purchased and used during the past season three Washing Squeegee Machines. These were used on the smooth pavement over the city. It will be borne in mind we had an unprecedented dry summer, and that the ordinary method of cleaning smooth pavement leaves a constant

trail of dust behind that is impossible to remove without the aid of water. The machines above referred to, which were introduced, thoroughly scrubbed the smooth pavement and removed every particle of dust; and, although we were only able to go over most of the pavement twice a week, it seemed sufficient to keep down the dust complaints that would otherwise have come in. The use of the hose was increased very much during this year, and the wooden block pavement around the Court House, Calvert street, Courtland street, etc., was washed two or three times a week. Under this head may also be classed an improved sweeping machine which was designed and manufactured at our own shops, and which for our purpose is superior to any machine we have ever used.

As the manufacture of this machine marks a new departure, some additional information regarding it may be of interest. The total cost of all labor and material, including painting, complete, was a trifle under $150.00. All materials were the best of their respective kinds. The machines we have been purchasing have been costing us $300.00 apiece, constructed very often of inferior material. The home manufactured machine will wear a broom for seven or eight days against three or four days as the maximum use of the broom in the bought machine, and as the refilling of these machines costs $12.50 each, the saving in a year will be very considerable. On account of the use of the best materials in the machine built by us, we were able to make it very considerably lighter than the bought machine, thus enabling us to get the requisite strength with less weight. This, of course, makes it much easier on the stock; or, in other words, considerable more work can be accomplished with less power. On account of the simplicity of construction, the cost of maintenance will be much less.

The facts as above outlined are the results of several months' use of this machine, deduced from practical test, and are not mere suppositions. This being true, it is proposed in the future to supply the Department exclusively with machines of this design as rapidly as the others wear out. In this con-

nection, I desire to take this opportunity of giving due credit to Mr. Henry Uphoff, our master mechanic, who is largely responsible both for the design and construction of this machine.

The amount of machine work of all kinds done during the past year is much larger than has ever been done in any previous year in the history of the city.

New Weed Killer.

Another innovation that is worthy of attention was the preparation of our own specifications for the manufacture of a weed killer. It has heretofore been the custom to purchase in the open market preparations for this purpose, which were always expensive, and not always efficient. With the aid of Messrs. Penniman and Browne, analytical chemists, specifications were prepared stating exactly proportions of ingredients, etc. Bids were advertised for, with the result that we got a better and more efficient material than we had ever succeeded in getting before at a cost of 35 cents per gallon as compared with 60 cents paid the previous year.

Co-operation of Citizens Needed.

The fourth factor is co-operation between officials and citizens. I regret to say that many of our citizens are not neat or careful of how they use public streets. I estimate that fully one-third of the material hauled away from the streets and alleys has been put there by thoughtless and untidy persons in violation of the law. It frequently comes to my notice that a street thoroughly cleaned has been marred by irresponsible people throwing newspapers, fruit parings, etc., thus destroying the effect of work that has been done but a short time before. The principal obstacle of this kind with which we have to contend is the tearing up of the streets for one purpose or another, and the failure of the contractor doing the work to remove the debris he leaves behind. It is very often a difficult matter to find the name of the contractor who is responsible for this, and the removal generally falls on employes of the Street Cleaning Department.

Contributions Prohibited.

On account of the growing tendency of collecting through the Department for various purposes, I was obliged to issue an order, prohibiting the soliciting of contributions for any purpose whatever. This brought to my attention the fact that there are several relief organizations in the Department for the purpose of taking care of sick or injured employes, who are members thereof, during the time they are unfit for service. These cases are by no means rare, and sometimes pitiful, not only entailing a loss on the men themselves, but also on their families. The working forces of this Department are more exposed than other employes of the city, for the reason that the worse the weather, the more their services are needed, and I am of the opinion that it would be wise to establish a Departmental Relief Fund, making it legal by an ordinance of the Mayor and City Council, requiring each employe to contribute a certain amount weekly, according to his pay, so that he could be taken care of in case of sickness or on account of injury received in the discharge of his duties. This is, of course, only a general idea; the details could be very easily worked out on lines similar to those employed by large corporations who have organizations of this character.

Street Cleaning Division.

As new territory is developed, new streets are opened which have to be taken care of. The amount of building in the suburbs is on the increase, with a consequent additional amount of territory to be considered. The force at my disposal is insufficient to give this new territory the attention it should have, but we have endeavored by means of two Annex gangs and two weed gangs to keep the outlying districts looking at least presentable. The sewer work going on in the eastern part of the city has also been a source of great annoyance. To assist in keeping these streets in something like proper condition, a floating gang was organized whose sole duty it was to look after streets after sewers had been laid. I also found it

necessary to detail a sprinkler for service in the eastern part of the city on account of this work.

A large increase in stormwater sewers and inlets made it necessary to put on an additional sewer gang. This gang was also used in looking after the dumps in case of fire, which frequently occurs, and was sent to the dump on fire with sufficient hose to extinguish the flames.

The use of rubbish cans on street corners has been increased and I am of the opinion they do a great of good, and that our people are gradually getting educated up to their use. The chief difficulty I find is that many stores use them as receptacles for their waste. This use is being stopped as rapidly as individual cases are brought to my attention.

The question of final disposition of non-perishable waste is like Banquo's ghost. The matter has been brought before the Board of Estimates; plans have been made to have this material removed from the city; appropriations have been asked, and it is still in *statu quo*. The dumps are getting farther and farther away; the people living near the dumps are complaining bitterly, and there is no relief in sight.

Sanitary Division.

This division has charge of the collection, removal and final disposition of all household waste, which includes ashes, garbage, and household refuse. The law, however, does not contemplate the removal of building material of any kind, of any repairs, or any trade waste, which may be defined as that material or class of materials which results from the prosecution of a business, trade, process of manufacture or allied commercial activity.

The duties and work of this division increase in direct ratio to the number of houses built and the length of haul. As the dumps get farther away, it means a longer haul with a consequent increase in the number of carts necessary to do the same amount of work. This again brings us back to the dump problem and the plans that have been worked out therefor. It

was the intention to construct several dumping stations with a view to giving the carts a minimum haul, and had this been done, I do not believe a very large increase in the number of carts would have been necessary to take care of the additional houses being constructed.

The equipment of this division, which is entirely owned and operated by the city, has been thoroughly overhauled during the past year, and both live stock and vehicles are in better condition than they have ever been. The carts were overhauled and repaired at our own shops and by our own mechanics. This includes the blacksmithing, wheelwrighting, carpenter work, painting, as well as repairs to harness and canvas covers. Under this system the work has been done more promptly, more satisfactorily and cheaper than it would have been possible to have had it done by outside parties.

The efficiency of this service can best be demonstrated by the verdict of the general public as expressed by the number of justifiable complaints received. A comparison which has been made in former years for certain periods of the year 1903, which shows all the reports that are available for that year, as compared with the years 1904, 1908, 1909, is as follows:

	1903	1904	1908	1909
February 14 to 28, inclusive	141	82	16	2
March 1 to 31, inclusive	169	136	13	1
April 1 to 24, inclusive	146	24	3	1
May 19 to 29, inclusive	351	26	2	1
Complaints for 24 days, from June 1 to 30, inc...	328	41	11	2
Complaints for 14 days, from July 1 to 22, inc...	175	24	4	0
	1,310	333	49	7

The following table shows the total number of complaints that came in during the year 1909:

	Justifiable.	Not Justifiable.
January	14	32
February	3	4
March	1	16
April	2	5

	Justifiable.	Not Justifiable.
May	3	28
June	4	24
July	0	22
August	7	17
September	4	1
October	7	6
November	5	12
December	1	6
Total	51	173

I had occasion in the report for the year 1908 to dwell at some length on the advisability of the Mayor and City Council by ordinance adopting some standard receptacle with a tight-fitting cover for ashes and garbage. I desire again to urge this, not only for the reason advanced at that time, but for the additional reason that it has since been brought to my notice that the principal source of food supply and the great attraction that rats find in infesting certain neighborhoods is entirely due to the ease with which they can obtain food from the uncovered garbage can.

Prevention of Dust.

The use of various oils was continued during the spring, summer and autumn of this year, and the results obtained were generally most satisfactory. Different kinds of oils were used and the results carefully noted to try to determine which one was the best and most economical. The value of treating macadam roads with oil, not only as a dust preventive but also as a road preservative, has been demonstrated beyond question of a doubt. The prevention of dust and the preservation of roads are so closely allied that it is hard to draw a distinction between them, and it gives me pleasure to say that the City Engineer's Department co-operated with me in this work, the preservative qualities of these oils being recognized. There were four kinds of oils used: the emulsifying oil, oil mixed with water; a heavier oil, put on without the aid of water; a very heavy asphaltic oil, applied pure; also Tarvia, which was

used on Eutaw Place, from Whitelock street to the Park gate, from which very excellent results were obtained at a cost of 10⅕ cents per square yard.

Cost of Using Emulsifying Oil on the Various Streets Around the City.

	Sq. Yds.
St. Paul Street Boulevard, from Thirty-first street to city line..	35,613
Twentieth street, from Huntingdon avenue to St. Paul street...	13,111
Cedar avenue, from Cedar avenue bridge to Second street.....	4,720
Old York road, from York road to city line.....	10,413
Erdman avenue, to a point 1,500 feet east of Harford road.....	4,463
Park Heights avenue, from Park gate to city line (see note)....	28,889
Kate avenue, from Park Heights to Garrison avenue.....	15,412
Franklin street, from Payson street to Calverton road.....	11,700
Edmondson avenue, from Calverton road to city line.....	40,133
Edmondson avenue, from Second street to bridge	7,333
Tenth street, from North avenue to Chesapeake street.....	12,000
Walbrook avenue, from Eighth street to Thirteenth street.....	12,066
Walbrook avenue, from Fulton avenue to Monroe street.....	2,000
Ninth street, from Westwood avenue to Clifton avenue.....	2,755
Eighth street, from Walbrook avenue to North avenue.....	1,466
Forest avenue, from western city line to Liberty road.....	5,733
Yale avenue, from Frederick road to Walrad avenue.....	2,400
Augusta avenue, from Old Frederick road to Walrad avenue....	9,777
Walrad avenue, from Yale avenue to Loudon avenue.....	3,333
Thirteenth street, from Clifton avenue to Walbrook avenue....	2,222
Windsor Mill road, from Walbrook Junction to Chelsea Terrace	6,000
Roslyn avenue north of Windsor Mill road	5,555
Total.....	237,094

Total cost of oil:

Gulf Refining Co.....	$2,982.94
Headley Good Roads Co.....	417.45
Penniman & Browne, analysis.....	35.00
	$3,435.39
Cost of applying oil, etc.....	2,399.46
Total cost	$5,834.85

Number square yards treated	237,094
Cost per square yard	$.0246

NOTE.—Park Heights avenue, from Park gate to city line, was treated with emulsifying oil from the beginning of the season until August, when asphaltoilene was used.

COST OF APPLYING STANDARD OIL COMPANY'S ROAD OIL ON EDMONDSON AVENUE FROM CITY LINE TO BRIDGE.

Cost of oil	$175.00	
Cost of preparing road	260.88	
Total cost	$438.88	
Number square yards of road treated		8,700
Cost per square yard		$.0501

COST OF APPLYING TARVIA, GRADE "A," ON EUTAW PLACE FROM WHITELOCK STREET TO THE PARK GATE.

1,460 gallons at 7c. a gallon	$102.20	
Empty barrels (in bad condition)	1.00	
Freight	4.70	
	$107.90	
Bill for preparing road	195.00	
Total cost	$302.90	
Number square yards of road treated		2,945
Cost per square yard		10⅓c.

COST OF APPLYING ASPHALTOILENE ON PARK HEIGHTS AVENUE FROM PARK GATE TO THE CITY LINE.

Paid the Good Roads Improvement Company of Cincinnati, whose product was used, 6 cents per square yard for this work, half of which was paid by the City Engineer's Department.

In the experiments conducted as outlined above, one great fact has been demonstrated beyond the possibility of contradiction, which is that a properly constructed macadam road,

treated with oil having a heavy asphaltic base, is durable and dustless. I believe this treatment with emulsifying oil has saved Kate avenue from disintegrating, and that Park Heights avenue would practically have been destroyed had it not been for the protection given it by Asphaltoilene. There are very few streets in the city proper that are subjected to the heavy traffic and wear and tear that Park Heights avenue is. There is a constant stream of heavily loaded wagons, hauling building material, due to the extensive building operations carried on in this suburb, and it is also used as a speedway for automobiles, which all builders recognize are harder on a macadam road than any other vehicle. Notwithstanding this heavy traffic and the severe test to which this road has been put, it today presents an appearance not unlike sheet asphalt paving, and this was accomplished at a cost of 6 cents per square yard.

Solution of Paving Problem.

Having had two years experience in the use of these oils on macadam roads, I am firmly of the opinion that the proper solution of our paving problem, so far as *light traffic residence streets are concerned,* is the laying of macadam paving, treated with a heavy asphalt road oil similar to Asphaltoilene. This paving would answer every practical purpose, would be smooth, dustless and durable, and could be laid for not over one-half of what sheet asphalt, bitulithic, or any of the improved pavements cost.

COMMISSIONERS FOR OPENING STREETS.

Details of the Large Measure of Work Accomplished Under the Annex Loan—Statement of Finances and the Purposes for Which All Funds Were Expended.

JAMES H. SMITH,
BUSHROD M. WATTS,
HENRY F. NEW,
} Commissioners.

The following preliminary plats were received during the year:

Opening.

Twenty-sixth street, from Oak street to Huntingdon avenue.
Twenty-seventh street, from Oak street to Huntingdon avenue.
Remington avenue, from Twenty-sixth street to Twenty-eighth street.
Hilton street, from Piedmont avenue to Powhatan avenue.
Twenty-sixth street, from Huntingdon avenue to Hampden avenue.
Thirty-fifth street, from east side of York road to Old York road.
Thirty-fourth street, from Greenmount avenue to southeast side of Tinges lane.
Friendsbury Place, from Presstman street to Windsor Mill road.
Oak street (formerly Ash avenue), from University Parkway to Mallory lane.
Saratoga street, between Holliday and Gay streets, widening on south side.
Keyworth avenue, from Reisterstown road to Park Heights avenue.
Clayton road, from Winfield avenue 200.32 feet west.
Bonner road, from Garrison avenue to a point 200 feet west of Winfield avenue.
Norfolk avenue, from Garrison avenue to a point 200 feet west of Winfield avenue.
Oakford avenue, from Garrison avenue to Calloway avenue.
Baker street, from former western boundary of Baltimore city to Hilton (formerly Eleventh) street.
Dukeland street (formerly Sixth street), from North avenue to Lafayette avenue.
Belair road, from North avenue to eastern boundary line of Baltimore city.
Riggs avenue, from Poplar Grove street to Longworth street.

Closing.

Remington avenue, 30 feet on east side, from Twenty-ninth street to Thirtieth street.

Windsor Mill road, from Payson street to Bloomingdale road.
Slingluff avenue, from North avenue to Beech avenue.
Ostend street, from Howard street to China street.
Annapolis road and Harmans bridge, from centre line of Gunpowder street to city limits at Gwynn's Falls.
Barre street, from Eutaw street to a point 100 feet east of Howard street.
Clarkson street, from a point 100.58 feet south of the centre line of Winder street to a point 72 feet north of said centre line.
Covington street, from right of way of B. & O. R. R. to a point 170 feet south of Winder street.
Conway street, from east side of Howard street to a point 100 feet east thereof.
China street, from Ostend street to a point 132 feet north thereof.
Cecil alley, from Stockholm street to Ostend street.
Chepultepec alley, from Ohio avenue to Eutaw street.
Clare street, from Paca street to Gwynn's Falls.
Dock street, from centre line of Shell street to southeast terminus of Dock street.
Eutaw street, from Stockholm street to Patapsco river, except the west half for a depth of 66 feet south of Stockholm street.
West street, from Eutaw street to Howard street.
Elk street, from Russell street to Gwynn's Falls.
Port Covington road, from Winder street south 170 feet.
Jackson street, from an unnamed 25-foot street to a point 170 feet south of Winder street.
Johnson street, from Winder street to a point 170 feet south thereof.
Ohio avenue, from Stockholm street to York street.
Paca street, from Elk street to Gwynn's Falls.
Putnam street, from Paca street to Gwynn's Falls.
Patapsco avenue, from York street to Hill street.
Perry street, from east side of Howard street to a point 100 feet east thereof.
Race street, from a point 180 feet north of McComas street to a point 434.82 feet north of McComas street.
Ridgely street, from Elk street to Putnam street.
Henriettta street, from Eutaw street to Howard street.
Gould street, northwest half from former Gould and Gittings line to a point 170 feet south of Winder street.
Haines street, from a point 214 feet southeast of Warren street to southeast terminus of Haines street.
Howard street, from Hill street to Camden street.
Russell street, from Elk street to Putnam street.
Shell street, from Dock street to northeast line of Carey street.

Spring Garden avenue, from York street to Hill street.
Wayne street, from east side of Howard street to a point 100 feet east thereof.
Welcome alley, from Eutaw street to a point 100 feet east of Howard street.
Winder street, from east side of Johnson street to east side of Henry street.
Winder street, from west side of Light street to west side of Marshall street.
Montgomery street, from Eutaw street to Howard street.
Warner street, from centre line of Gunpowder street to Putnam street.
York street, from Eutaw street to Sharp street.
Twenty-five-foot street (unnamed), from Gould street to right of way of B. & O. R. R.
Cross street, from Eutaw street to Howard street.
Ten-foot alley east of Hanover street (unnamed), from south side of Winder street to a point 52 feet south thereof.

The following streets, alleys, etc., in process of opening and closing under ordinances of the Mayor and City Council of Baltimore:

OPENING.

Thirty-third street, from Charles street to Hillen road; Ord. No. 251; approved April 5, 1907.
Baltimore street, from Garrison avenue to Old Frederick road; Ord. No. 272; approved March 10, 1909.
Eleventh street, from Edmondson avenue to Frederick road; Ord. No. 261; approved April 29, 1907.
Sterrett alley, from Hamburg street to Cross street, and a 9-foot alley, from Scott street to Sterrett alley; Ord. No. 270; approved May 9, 1907.
Dukeland street (formerly Sixth street), from North avenue to Beech avenue; Ord. No. 286; approved March 25, 1909.
Montebello avenue, from Cokesbury avenue to B. & O. R. R. Belt Line; Ord. No. 289; approved May 20, 1907.
The Alameda, from Thirty-third street to Harford road; Ord. No. 227; approved December 11, 1908.
Hudson alley, from Twenty-fifth street to Twenty-eighth street; Ord. No. 266; approved March 8, 1909.
Twenty-second street, from Jenkins lane to Garrett avenue; Ord. No. 196; approved August 31, 1908.
Kennedy avenue, from Twenty-second street to Curtain avenue; Ord. No. 195; approved August 31, 1908.

Garrett avenue, from Twenty-second street to Curtain avenue; Ord. No. 197; approved August 31, 1908.

Huntingdon avenue, from Twenty-fifth street to Thirtieth street; Ord. No. 271; approved March 10, 1909.

Twenty-fifth street, from Greenmount avenue to Harford road; Ord. No. 416; approved December 9, 1909.

Homestead street, from Tyler street to Harford road; Ord. No. 335; approved June 10, 1909.

Homestead street, from York road to Tinges lane; Ord. No. 336; approved June 10, 1909.

Friendsbury Place, from Presstman street to Windsor Mill road; Ord. No. 349; approved July 6, 1909.

Saratoga street, widening between Holliday street and Gay street; Ord. No. 397; approved October 22, 1909.

Oak street (formerly Ash avenue), from University Parkway to Mallory lane; Ord. No. 386; approved August 9, 1909.

Closing.

Apple, or Jew alley, from Monument street to Old Joppa road; Ord. No. 99; approved November 24, 1902.

Ten-foot alley, from Ensor street to Jew alley; Ord. No. 228; approved February 20, 1907.

Old Joppa road, from Harford avenue to Jew alley; Ord. No. 231; approved February 27, 1907.

Courtney street, from Monument street to Falls street; Ord. No. 275; approved March 12, 1909.

Slingluff avenue, from North avenue to Beech avenue; Ord. No. 357; approved July 13, 1909.

Ostend street, from Howard street to China street; Ord. No. 387; approved August 16, 1909.

Annapolis road and Harmans bridge, from centre line of Gunpowder street to city line at Gwynn's Falls; Ord. No. 387; approved August 16, 1909.

Barre street, from Eutaw street to a point 100 feet east of Howard street; Ord. No. 387; approved August 16, 1909.

Covington street, from right of way of B. & O. R. R. to a point 170 feet south of Winder street; Ord. No. 387; approved August 16, 1909.

Conway street, from east side of Howard street to a point 100 feet east thereof; Ord. No. 387; approved August 16, 1909.

China street, from Ostend street to a point 132 feet north thereof; Ord. No. 387; approved August 16, 1909.

Cecil alley, from Stockholm street to Ostend street; Ord. No. 387; approved August 16, 1909.

Chepultepec alley, from Ohio avenue to Eutaw street; Ord. No. 387; approved August 16, 1909.

Clare street, from Paca street to Gwynn's Falls; Ord. No. 387; approved August 16, 1909.

Dock street, from centre line of Shell street to southeast terminus of Dock street; Ord. No. 387; approved August 16, 1909.

Eutaw street, from Stockholm street to Patapsco river, except the west half for a depth of 66 feet south of Stockholm street; Ord. No. 387; approved August 16, 1909.

West street, from Eutaw street to Howard street; Ord. No. 387; approved August 16, 1909.

Elk street, from Russell street to Gwynn's Falls; Ord. No. 387; approved August 16, 1909.

Port Covington road, from Winder street, south 170 feet; Ord. No. 387; approved August 16, 1909.

Jackson street, from an unnamed 25-foot street to a point 170 feet south of Winder street; Ord. No. 387; approved August 16, 1909.

Johnson street, from Winder street to a point 170 feet south thereof; Ord. No. 387; approved August 16, 1909.

Ohio avenue, from Stockholm street to York street; Ord. No. 387; approved August 16, 1909.

Paca street, from Elk street to Gwynn's Falls; Ord. No. 387; approved August 16, 1909.

Putnam street, from Paca street to Gwynn's Falls; Ord. No. 387; approved August 16, 1909.

Patapsco avenue, from York street to Hill street; Ord. No. 387; approved August 16, 1909.

Perry street, from east side of Howard street to a point 100 feet east thereof; Ord. No. 387; approved August 16, 1909.

Race street, from a point 180 feet north of McComas street to a point 434.82 feet north of McComas street; Ord. No. 387; approved August 16, 1909.

Ridgely street, from Elk street to Putnam street; Ord. No. 387; approved August 16, 1909.

Henrietta street, from Eutaw street to Howard street; Ord. No. 387; approved August 16, 1909.

Gould street, northwest half, from former Gould and Gittings line to a point 170 feet south of Winder street; Ord. No. 387; approved August 16, 1909.

Howard street, from Hill street to Camden street; Ord. No. 387; approved August 16, 1909.

Russell street, from Elk street to Putnam street; Ord. No. 387; approved August 16, 1909.

Shell street, from Dock street to northeast line of Carey street; Ord. No. 387; approved August 16, 1909.

Spring Garden avenue, from York street to Hill street; Ord. No. 387; approved August 16, 1909.

Wayne street, from east side of Howard street to a point 100 feet east thereof; Ord. No. 387; approved August 16, 1909.

Welcome alley, from Eutaw street to a point 100 feet east of Howard street; Ord. No. 387; approved August 16, 1909.

Winder street, from east side of Johnson street to east side of Henry street; Ord. No. 387; approved August 16, 1909.

Winder street, from west side of Light street to west side of Marshall street; Ord. No. 387; approved August 16, 1909.

Montgomery street, from Eutaw street to Howard street; Ord. No. 387; approved August 16, 1909.

Warner street, from centre line of Gunpowder street to Putnam street; Ord. No. 387; approved August 16, 1909.

York street, from Eutaw street to Sharp street; Ord. No. 387; approved August 16, 1909.

Twenty-five-foot (unnamed) street, from Gould street to right of way of B. & O. R. R.; Ord. No. 387; approved August 16, 1909.

Ten-foot alley east of Hanover street (unnamed), from south side of Winder street to a point 52 feet south thereof; Ord. No. 387; approved August 16, 1909.

Streets in process of opening and closing under Annex Loan Act:

Opening.

Fourteenth street, from Edmondson avenue to Wesley street.

Seventeenth street, from Frederick turnpike road to Wesley street.

Wesley street, from Fourteenth street to Seventeenth street.

Reisterstown road, from Fulton avenue to northern city limits.

Closing.

Remington avenue, 30 feet on east side, from Twenty-ninth street to Thirtieth street.

Streets and Avenues Deeded to City.

Catherine street, from Baltimore street to Lombard street, September 20, 1909.

Belle avenue, from Lewin avenue to Calloway avenue, August 5, 1909.

Calloway avenue, from Belle avenue to north line of Park Manor tract, August 5, 1909.

Bolton street, from Lennox street to centre of 20-foot alley south thereof, November 4, 1909.

Gertrude street, from Presbury street to Westwood avenue; Ord. No. 354, accepting deed; approved July 10, 1909.

Brunswick street, from Wilkins avenue to the southern city limits, February 16, 1909.

Thirty-fifth street, and widening of Carroll avenue, from York road to Old York road, November 15, 1909.

Seventh street, from Beech avenue north to reservoir lot; Ord. No. 411, authorizing purchase; approved December 6, 1909.

Auchentoroly Terrace, from Orem lane to Reisterstown road, August 3, 1909.

Orem Park Place, or Mondawmin avenue, from Auchentoroly Terrace to Reisterstown road, August 3, 1909.

Streets Opened and Closed Under Ordinance.

Opened.

Names of Streets.	Ord. No.	Approved.	Damages and Expenses.	Benefits.	Amount on Mayor and City Council.
Seventh street, from Edmondson avenue to Westwood avenue..... ..... Sent to City Register Nov. 13, 1909.	305	April 23, 1909.	$46 805 94	$31,569 31	$15,236 63
Smallwood Street, from Franklin street to Saratoga street .... Sent to City Register Oct. 30, 1909.	270	Mar. 10, 1909	$8,781 47	$1.408 76	$7 372 71
Parkwood avenue, from Orem avenue to Whittier avenue. Sent to City Register July 19, 1909.	251	Feb. 8, 1909.	$4,365 45	$1,868 50	$2,496 95
Thirtieth street, from Calvert street to York road..... Sent to City Register August 5, 1909.	117	May 20, 1908.	$24,953 98	$9,691 49	$15,262 49
Twenty-foot alley, west from Barclay street and north of Twenty-fifth street Sent to City Register March 10, 1909.	58	Jan. 2, 1908.	$1,460 18	$1,039 50	$420 68

STREETS OPENED AND CLOSED UNDER ORDINANCE—*Continued.*

Opened.

NAMES OF STREETS.	ORD. NO	APPROVED.	DAMAGES AND EXPENSES.	BENEFITS.	AMOUNT ON MAYOR AND CITY COUNCIL.
Fortieth street, from University Parkway to Roland avenue ..... Sent to City Register Oct. 6, 1909.	180	July 7, 1908.	$29,668 29	$10,635 03	$19,033 26
Rose street, from Monument street to Madison street. Sent to City Register June 15, 1909.	241	Jan. 20, 1909.	$4,051 43	$2,400 00	$1,651 43
Hilton street (formerly Eleventh street), from Piedmont avenue to Powhatan avenue. Sent to City Register Sept. 8, 1909.	339	June 14, 1909.	$3,667 39	$3,219 95	$447 44

Closed.

Windsor Mill road, from Fulton avenue to Payson street ..... Sent to City Register May 24, 1909.	125	May 21, 1908.	$767 12	$767 12	.....

Opened Under Annex Loan Act.

Name of Street.	Damages and Expenses.	Damages and Expenses Charged to the Charles St. Ave. Co.	Amount on Mayor and City Council.
Charles Street avenue, from North avenue to northern city limits. Sent to City Register September 27, 1908.	$15,000 00	$1,218 05	$13,781 95

Ordinances Repealed.

Names of Streets.	Ordinances.	
Canton street, from Baltimore street to Lombard street	149	Approved June 8, 1908.
Repealed by	250	" Feb. 1, 1909.
Glover street, from Monument street to Madison street	242	Jan. 20, 1909.
Repealed by	358	July 13, 1909.

Statement, December 15, 1909.

Expenditures.		Credits.	
1906	$122,194 62		
	5,589 54		
1907	484,750 22	1907	$1,798 08
	12,039 96		
1908	659 651 00	1908	22,713 72
	15,189 32		
1909	487,097 40	1909	15,964 91
	10,427 45		
Total	$1,796,939 51		
Credits	40,476 71		
Net expenditures	$1,756,462 80		$40,476 71

$2,000,000 annex loan appropriation		$1,989,849 80
Net expenditures		1,756,462 80
Balance		$233,387 00

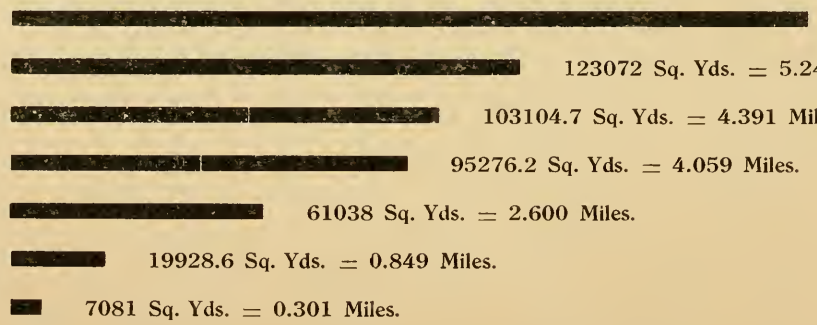
OBLIGATIONS.

	Approximate.	
Charles street:		
Profits on granite blocks	$2,500 00	
Reserved on estimate	4,500 00	
Condemnation proceedings	13,781 95	
Remington avenue:		
Bridge	2,250 00	
Unfinished contract	5,500 00	
Reserved on estimate	622 35	
Bentalou street, condemnation	9,316 13	
Edmondson avenue	76,000 00	
Potter avenue:		
Unfinished contract	1,329 25	
Resurfacing:		
Oakfield, Granada and Springdale avenues	1,500 00	
Office rent	166 67	
Incidentals	50 00	
		117,516 35
		$115,870 65
By one-half cost Potter avenue sewer		2,246 30
		$118,116 95

AT LAW.

Liabilities:		Assets:	
United Railways Co.	$1,312 48	U. R. & E. Co.	$55,497 31
		J. W. Sindall	85 20
		Streets paved by assessments	5,000 00
			$60,582 51

A Comparison of the Areas of the Different Classes of Paving Laid Under "The Annex Loan Act," 1906-1909, Inclusive.



Scale: ½″ = 1 mile of street 40′ wide.

TABLE SHOWING WORK UNDER ANNEX LOAN ACT, 1906-1909.

STREET.	FROM	Concrete Curb. Lineal Ft.	Continuation Concrete Curb and Gutter. Lineal Ft.	Stone Curb. Lineal Ft.	Curb Reset and Redressed. Lineal Ft.	Headers. Lineal Ft.	Gutter Stone. Lineal Ft.	Vitrified Brick. Sq. Yds.	Granite Block. Sq. Yds.	Bituthitic. Sq. Yds.	Sheet Asphalt. Sq. Yds.	Asphalt Block Sq. Yds.	Macadam. Sq. Yds.	Grading Cu. Yds.	Final Estimate.	Contractor	Present Condition.	Miles of Street 40 Feet Wide.	Total Yardage.
Erdman avenue	Harford road to 1,500 ft. east												4,463	260	$6,276.41	Daniel Sullivan	Unpaved	.190	4,463
27th street	York road to Huntingdon avenue	5,252				668		822	2,032	15,378				260	50,204.24	Warren Bros. Co	Unpaved and cobble	.777	18,232
30th street	Dul. street to Calvert street			830	1,579	335		5,209					5,900	707	7,839.50	J. E. Gantz & Co	Unpaved	.222	5,209
Calvert street	24th street to 29th street			2,889	1,821	352		10,107						532	24,769.05	Southern Manufacturing Co	Unpaved and cobble	.430	10,107
Druid Hill avenue	Eutaw street to Linden avenue			602	84	66		1,351							3,728.72	Gantz Construction Co	Unpaved	.058	1,351
28th street	Charles street to St. Paul street				770	73									4,030.01	Maryland Paving Co	Unpaved	.054	1,752
Whitelock street	Linden avenue to Mt. Royal Terrace	3,551			217	450		665		8,933		1,752			24,773.40	Warren Bros. Co	Unpaved	.409	9,608
Oak street	24th street to 29th street			2,053		196		350		4,292				2,353	13,750.25	Warren Bros. Co	Unpaved and cobble	.198	4,612
27th street	Oak street to Calvert street	458		037	1,333	354		447		5,303				2,186	15,598.14	Warren Bros. Co	Unpaved	.248	5,810
McHenry street	Garrison lane to Catherine street			889		80		1,955						2,012	5,708.20	Wm. M. Elder	Unpaved	.083	1,955
Millington lane	Frederick road to Wilkens avenue	2,310				292		52				2,865		1,090	9,892.35	Maryland Paving Co	Unpaved	.121	2,917
Lombard street	Garrison lane to Catherine street	1,117				51						2,461		251	7,210.96	Maryland Paving Co	Unpaved	.105	2,461
York road	North avenue to northern city line	21,231				1,560	21,512	1,545	43,047					1,123	158,052.26	Gantz Construction Co	Unpaved and cobble	1.981	46,576
Roland avenue	3rd avenue to northern city line	6,834				392		1,060	5,146	10,875				12,357	51,021.41	Warren Bros. Co	Unpaved and cobble	.712	16,706
E. Chestnut and 3rd ave.	Cedar avenue to Falls road	6,756				828		18,818						3,672	48,962.05	Gantz Construction Co	Unpaved and cobble	.802	18,818
Catherine street	Frederick road to Lombard street	1,755				280		4,149						3,092	10,933.06	Wm. M. Elder	Unpaved	.177	4,149
9th street	North avenue to Clifton avenue	1,185				84		574						534	5,950.01	P. Flanigan & Sons	Unpaved	.147	3,455
Massachusetts avenue	Augusta avenue to Loudon avenue												2,281		5,133.12	P. Flanigan & Sons	Unpaved	.127	2,980
Erdman avenue	Harford road to Belair road				1,470	152		368					2,612	354	11,283.32	P. F. Reddington	Unpaved	.270	6,558
Charles street	North avenue to Merryman's lane	27,304				1,054		3,431					6,558	6,641	171,992.23	Wm. M. Elder	Unpaved and cobble	2.182	51,207
Park Terrace	Druid Hill avenue to Madison street			308	248	90		1,818		47,776				81,107	6,425.48	P. F. Reddington	Unpaved and cobble	.101	2,370
Washington street	North avenue to Clifton Park				1,256	90		192	552						7,525.30	Warren Bros. Co	Unpaved and cobble	.128	3,007
Carroll street	Caton avenue to 8th street		2,770			74		37		2,815					8,920.16	P. Flanigan & Sons	Unpaved	.141	3,321
Edmondson avenue	B. P. R. R. to 2nd street	2,280				80		567					3,284	7,805	13,680.32	P. F. Reddington	Unpaved	.235	5,513
Bellona avenue	Garrison avenue to Lawn avenue		2,267			76		19					4,046	7,980	6,128.02	P. Flanigan & Sons	Unpaved	.151	3,537
Fernhill avenue	Garrison avenue to western city line		2,480			57		80					3,518	1,335	8,052.11	P. Flanigan & Sons	Unpaved	.171	4,476
Robert avenue	Whitelock street to Druid Hill Park	1,764				170		3,939						6,440	14,414.08	F. E. Schneider & Co	Unpaved	.168	3,939
Lombard street	Catherine street to Wilkins avenue	401												15,961	2,283.06	P. F. Reddington	Unpaved	.036	855
Wilkins avenue	Old city line to southern city line	8,719			31	51		855							81,833.21	Wm. M. Elder	Unpaved and cobble	1.014	21,601
7th street	North avenue to Northwest street		024			537		1,305	9,119		14,077			19,333	2,070.48	P. Flanigan & Sons	Unpaved	.052	1,267
Chelsea Terrace	Clifton avenue to Windsor Mill road					105		66					1,201	1,300	3,705.58	P. Flanigan & Sons	Unpaved	.109	2,547
28th street	Maryland avenue to St. Paul street				1,505	36		341					2,206	236	9,522.06	Wm. M. Elder	Unpaved	.136	3,193
Kan avenue	Garrison avenue to Park Heights avenue	1,120				113		311		2,882				4,349	26,743.05	P. Flanigan & Sons	Unpaved	.065	15,012
Walrad avenue	Yale avenue to Augusta avenue		10,379			102		200					15,412	15,173	1,303.26	P. Flanigan & Sons	Unpaved	.032	746
Yale avenue	Frederick road to Potter avenue		491			22		27					719	953	4,870.98	P. Flanigan & Sons	Unpaved	.133	3,116
Granada avenue	Ridgewood avenue to northern city line		2,102			63		41					3,075	1,127	7,583.05	P. Flanigan & Sons	Unpaved	.163	3,825
28th street	St. Paul street to Calvert street		2,428					236					3,589	4,041	2,755.70	F. E. Schneider & Co	Cobble	.062	1,230
22nd street	Oak street to Cromwell street			19	537	40		1,230							40,726.75	J. L. Robertson	Cobble	.025	14,669
Kong street	Linden avenue to Bolton street	1,753			4,313	719		1,253		13,416				1,117	2,885.27	Filbert Paving & Cons. Co	Cobble	.040	1,146
Whiteford street	Frederick road to Old Frederick road	341			338	104		106			1,040				3,081.10	J. C. Leonard	Unpaved	.091	2,100
North avenue	Payson street to 12th street		1,094			72		8					2,188	2,840	17,484.70	Warren Bros. Co	Unpaved and cobble	1.006	23,831
30th street	Charles street to St. Paul street	13,207.5				1,482.7		3,044.3	13,923.6	30,303.3				4,960	32,046.36	General Pav. & Contracting Co	Unpaved and cobble	1.976	40,371
24th street	Barclay street to York road				742	40		117			1,491		56,652	6,755	2,177.91	Filbert Paving & Cons. Co	Unpaved	.060	1,608
Butchers lane	North avenue to Pennsylvania avenue	855				142		182			1,369				3,353.03	F. E. Schneider & Co	Unpaved	.041	980
Smallwood street	North avenue to Herbert street					77	467		929				Tar and Asphalt Macadam	302	3,703.59	P. F. Reddington	Unpaved	.036	863
Caton avenue	Frederick road to southern city line			198		80		843							3,707.29	F. E. Schneider & Co	Unpaved	.372	8,731
Ebo avenue	2nd avenue to 4th avenue	3,975				227	4,301	51	8,294					1,023	146,265.92	Warren Bros. Co	Unpaved	.249	6,854
Oakfield	Forest avenue to Liberty road	2,800				284		492		5,302				26,696	7,832.54	P. Flanigan & Sons	Unpaved	.231	5,591
7th street	North avenue to Clifton avenue		2,722			244		115					5,386	1,111	9,109.63	Warren Bros. Co	Unpaved	.143	3,361
8th street	North avenue to Clifton avenue	1,451				130		523		2,841					9,707.71	Warren Bros. Co	Unpaved	.159	3,748
Clifton avenue	8th street to Slingluff avenue				1,273	218		477		3,271					11,544.83	Warren Bros. Co	Unpaved	.173	4,090
Wallbrook avenue	9th street to Slingluff avenue	1,592				97		264		3,796				2,007	15,685.73	Warren Bros. Co	Unpaved	.239	5,861
Garrison avenue	Liberty road to northern city line	2,890				75		440		5,421				1,273	61,284.08	P. Flanigan & Sons	Unpaved and cobble	1.006	23,831
Washington street	Taylor street to Harford road	10,111.3				652.8		2,051.3	9,461.6		12,118.6				16,720.33	P. F. Reddington	Unpaved	.259	6,079
31st street	Charles street to York road	3,183				210		6,079						3,538	31,950.95	Wm. M. Elder	Unpaved and cobble	.425	9,969
Gorsuch avenue	York road to Harford road	4,028.3				659		919.7	3,681.5		5,367.0			17,359	72,205.96	Wm. M. Elder	Unpaved and cobble	.975	22,892
Granada avenue	Liberty road to western city line	11,153.1				474		2,579	10,653.7	9,659.3				11,755	3,383.24	P. Flanigan & Sons	Unpaved	.098	2,322
Springdale avenue	Oakfield avenue to western city line		1,523			86		125				2	2,196		2,425.33	P. Flanigan & Sons	Unpaved	.074	1,720
30th street	Huntingdon avenue to Remington avenue		1,168			10		17					1,712		3,466.37	F. F. Schneider Paving Co	Unpaved	.065	1,522
29th street	Huntingdon avenue to Guilford avenue	681.2				81		144.3			1,377.8			822	27,867.86	F. E. Schneider Paving Co	Unpaved and cobble	.552	12,960
*Remington avenue	24th street to Cedar avenue	2,725.9			28	497		1,138.4			12,000.5			4,298	37,000.00	F. E. Schneider Paving Co	Unpaved	.546	12,808
4th avenue	Falls road to Chestnut avenue	5,100				260		906			12,000			35,000	20,223.12	Warren Bros. Co	Unpaved	.278	6,529
Chestnut avenue	3rd avenue to 4th avenue	2,782.1				205.8		806						3,672	8,054.88	P. F. Reddington	Unpaved	.119	2,602
London avenue	Frederick road to Old Frederick road	971.3				135.2		605.6	1,309.6	4,614.1				1,500	6,107.22	P. Flanigan & Sons	Unpaved	.160	3,762
Walrad avenue	Augusta avenue to Collins avenue		1,880.8			136.2		2,591.5					3,080	1,319	1,394.91	P. Flanigan & Sons	Unpaved	.033	706
Augusta avenue	Walrad avenue to Potter avenue		536.3			16.4		72.3					738.3		3,224.82	P. Flanigan & Sons	Unpaved	.086	2,018
14th street	Clifton avenue to Windsor Mill road		1,328.9					27.8					2,014	926	4,702.99	F. E. Schneider Paving Co	Unpaved	.086	2,030
12th street	North avenue to Clifton avenue	828.1						4.2							11,105.29	Warren Bros. Co	Unpaved and cobble	.163	3,816
Folk street	Gorsuch avenue to Carswell street	1,500				174		240.3			1,780.7				1,894.91	Warren Bros. Co	Unpaved	.030	704
Valley street	Gorsuch avenue to Carswell street	406.2				215		270.8	1,454.6	2,090.7					1,895.73	Warren Bros. Co	Unpaved	.039	705
24th street	Maryland avenue to St. Paul street	405.2				47		78.6		085.0					7,637.71	F. E. Schneider Paving Co	Unpaved	.139	3,261
Fernhurst avenue	Garrison avenue to western city line	1,137.5			72.6	326.6		78.8		626					11,503.39	P. Flanigan & Sons	Unpaved	.201	4,718
Pidgeon Hill avenue	Garrison avenue to western city line	2,375.4				84.5		254.1			3,007.3			1,573	13,153.36	Warren Bros. Co	Unpaved	.204	4,785
Belvieu avenue	Garrison avenue to western city line	2,324.6				60.8		4,717.6						2,800	13,085.56	P. Flanigan & Sons	Unpaved and cobble	.216	5,061
Chestnut Hill avenue	York road to Old York road	2,473.3				141.5		369.1		4,126.3				2,092	3,094.41	Wm. M. Elder	Unpaved and cobble	.013	1,021
Brunswick street	Frederick road to Gwynn's run bridge	975				67.9		5,001.1						363	21,358.95	Warren Bros. Co	Unpaved and cobble	.281	6,589
Irving avenue	Frederick road to Massachusetts avenue	3,386.2				123		168.1		852.8				1,543	3,776.13	J. C. Leonard	Unpaved and cobble	.100	2,344
Clifton avenue	12th street to 100 ft. east of 16th street		1,136.7			144.7		520.9	2,498.5	3,560.7				1,342	27,940.06	Warren Bros. Co	Unpaved and cobble	.380	8,910
Potter avenue	Lane avenue to Yale avenue	3,803.7				24		59.4	3,889.9				2,284.9	4,560	3,081.65	J. C. Leonard	Unpaved	.042	1,033
*Edmondson avenue	2nd avenue to Gwynn's Falls bridge		1,203.8			227.7		554.9		4,371.4				3,075	77,200.00	F. E. Schneider Paving Co	Unpaved and cobble	1.071	25,297
Auchentorolly Terrace	Otsego avenue to 1,000 ft. northward	7,406				66.7		16.5	7,077		16,575		1,917.1	40,000	16,555.11	Filbert Paving & Cons. Co	Unpaved	.314	7,373
Meadowvale avenue	Auchentorolly Ter. to Reisterstown road				1,732.6	1,310.4		680			6,848.2			2,980	11,913.98	Wm. M. Elder	Unpaved	.274	6,434
Pen Lucy avenue	Old York road to Lowndes avenue	3,000.6				87.6		524			6,163.6			5,419	3,800.62	Wm. M. Elder	Unpaved	.056	1,322
		1,295.1				148.3		270.1						503				25.620	601,203
	Totals	191,280.6	30,143.5	10,258.2	19,679.0	19,639.9	26,280	103,101.7	124,072.0	193,771.2	95,276.2	7,081	19,928.6	410,220	1,696,211.49				

*Under contract. Work not completed in 1909.

Total amount of cobble paving replaced, 148,212 square yards=6.314 miles of street, 40 feet wide.

SUPERINTENDENT OF LAMPS AND LIGHTING.

Largest Volume of Activities in the History of the Department—Bulk of the General Work Is of Great Practical Value to the Public—Service Is Very Efficient.

ROBERT J. McCUEN, Superintendent.

The year just closed has been the busiest of any, I venture to say, in the history of the Department, due in great measure to the lighting of newly opened streets, the installation of an unusually large number of additional lamps of all kinds on existing streets located in all sections of the city, but mostly in the business section; the rearrangement of existing lamps, with the object in view of improving the service; the erection of a very large number of street signs throughout the city, together with the usual work incident to the daily supervision of the street lighting equipment and service, the inspection of gas and oil, the testing of gas and electric meters and the repair of street signs.

Removal of Old Lamp Posts.

Four hundred and nine (409) unused gas lamp posts, located in various parts of the city, were taken up by the employes of the Department and used at other points within the city where additional lamps were placed in service. The expense involved in the removal of these posts is at the rate of 85 cents each, whereas if the city had been compelled to purchase new posts for the use of additional street gas lamps the cost of such new posts would have been $7.50 each.

Naphtha Lamps Changed to Gas Lamps.

Seventy-one (71) naphtha lamps were changed to gas, made possible by the extension of the Gas Company's mains to the several points at which these naphtha lamps were formerly located. The cost to the city for each naphtha lamp is $26.00, while that for each gas lamp is $18.00. It will, therefore, be noted that for every naphtha lamp changed to gas the city effects a saving at the rate of $7.00 each a lamp a year, in ad-

dition to which the gas lamp service is more certain and satisfactory.

Street Lamps Discontinued.

Three hundred and twelve (312) lamps were discontinued from service and from the running account of the Department, made necessary by the substitution of different types of lamps and for reasons of economy.

Arc Lamps Transferred from Overhead to the Underground Service.

The Electrical Commission having extended the conduit system to several additional streets during the year, fifty (50) arc lamps were transferred from the overhead to the underground service, which arrangement insures to the city a more reliable and satisfactory service, and at the same time produces a revenue from duct rental at the rate of $10.00 each lamp a year. Another benefit derived through the change of this system is the removal of a large number of unsightly poles and dangerous overhead electric wires.

Street Lamp Account.

December 31, 1908—			
Gas lamps in service		7,199	
Gas lamps installed during the year	499		
Gas lamps relit during the year	7		
		506	
		7,705	
Gas lamps discontinued during the year		222	
			7,483
December 31, 1908—			
Naphtha lamps in service		989	
Naphtha lamps installed during the year	209		
Naphtha lamps relit during the year	1		
		210	
		1,199	
Naphtha lamps discontinued during the year		71	
			1,128
Carried forward			8,611

Brought forward			8,611
December 31, 1908—			
Electric lamps in service		2,102	
Electric lamps installed during the year	446		
Electric lamps relit during the year	...		
	——	446	
		2,548	
Electric lamps discontinued during the year		19	
			2,529
Total number of lamps of all kinds in service December 31, 1909			11,140
Total number of lamps in service December 31, 1909			11,140
Total number of lamps in service December 31, 1908			10,290
Total net gain for the year 1909			850

Cost for Maintenance of the Service.

The cost to the city for each electric arc lamp per year is $67.49; mantle gas lamps, $10.00 each lamp a year; mantle gas lamps for parked squares and on the several city bridges, $10.85 each lamp a year; mantle lamps, $26.00 each lamp per annum, and for the supply of gas for the street lamps, the cost is at the rate of 72½ cents per 1,000 cubic feet. The contract for the maintenance of the mantle gas and naphtha lamps became effective March 1, 1909, and will expire March 1, 1910, when new contracts will begin.

Contracts Awarded.

The necessary specifications having been prepared, and as a result of competitive bids invited under the usual requirements of the City Charter, contracts were awarded by the Board of Awards to the lowest bidders as follows: To The American Street Lighting Company for mantle gas and naphtha lamp fixtures and maintenance for a term of one year, beginning March 1, 1910, at the rate of $10.00 each lamp a year for gas lamps,

and $26.00 each lamp a year for naphtha lamps. To the Findlay Company, of Philadelphia, for iron gas lamp posts for a term of two years, beginning September 29, 1909, at the cost of $6.60 each, and to John Biddle, Leeds & Northrup, and the Southern Electric Company, for electrical instruments necessary for testing electric meters, amounting in the aggregate to $2,385.

Testing Gas.

In conformity with the requirements of law, daily tests have been made of the illuminating gas as supplied the citizens, to determine the candle power, purity, quality, calorific value and pressure, and after thorough volumetric analyses in no single case was there found excesses of any deleterious impurities. The illuminating power maintained was of an even, steady average over the requirements of the statutes at all times during the year.

The pressure was maintained in a satisfactory condition considering the many ungovernable conditions of topography, consumption, demand, etc., which were to be reckoned with.

By the use of modernized methods of purification, the sulphur compounds, ammoniacal matter and other impurities have been reduced to a minimum, so that but little trouble is experienced from this quarter.

During the year 714 tests were made, divided as follows: 129 bar photometer, 363 jet observations, 104 sulphur determinations, 104 ammonia determinations, and 104 calorimeter tests, the latter being reckoned from the twelfth day of last November, the date of installation.

During the year new methods have been investigated regarding the subject of calorific value in conjunction to the illuminating power of the gas as now acquired by photometrical bar observations, the specific object being to ascertain the relative importance of the heating power and illuminating power as a standard for the measurement of the real or true value of gas. Modern methods and appliances in use at the present period having largely changed the modes and conditions of

use for lighting purposes (i. e., incandescent mantle burners), and having extended the field of usefulness in the matter of consumption for factory, fuel and heating purposes, has necessitated close study of this very important matter to the end that the Department has installed a new and modern "Junkers" calorimeter and gravity instrument to ascertain and record the calorific value of the gas, and has prepared new ordinances with a view of having them introduced for enactment into law as permanent standards for the future in this city.

During the year the instruments and appliances used for testing gas have been thoroughly overhauled and put in the best of condition, and have been kept calibrated and improved upon from time to time to increase the efficiency of the work wherever possible.

Collection of Gas Pressure Charts.

A daily collection of recording charts, amounting to 1,895, was made and a record kept of the pressure conditions as registered with the stationary Bristol recording pressure gauges installed in the several engine houses located throughout the city.

Collection of Coal Oil Samples.

A daily patrol of the city has been maintained and a collection of over 5,100 samples of oil have been brought into the laboratory for inspection, collected from every source wherever retailed.

The inspection of these samples was made daily to detect any low grade oil that might be sold or offered for sale. With the exception of one, all passed the required standard.

A number of samples were collected and sent in from the various police stations, obtained from fires occurring, and which were supposed to have been caused by defective oil, but upon investigation their origin could be definitely traced to other sources.

But one case was prosecuted, and that was a case of persistent refusal of a dealer to furnish the sample as required by law. A warrant was sworn out, and the offender was fined for non-compliance with the requirements.

Street Lamp Burners Tested.

The burners from the street gas lamps have been brought in from time to time during the year for test and inspection to ascertain to what extent the terms of the contract were being complied with.

The following are tabulated statements, by months, of the highest, lowest and general averages of the candle power and pressure for the year:

Highest, Lowest and General Average of the Candle Power of Gas for the Year 1909.

	Highest.	Lowest.	Gen. Av.
January	22.46	20.09	21.90
February	22.65	20.96	21.95
March	23.01	20.03	21.42
April	24.43	20.05	22.31
May	22.51	21.34	21.76
June	23.06	20.46	21.47
July	22.11	20.04	21.42
August	23.24	20.24	21.46
September	21.79	20.91	21.50
October	22.18	20.69	21.71
November	23.30	21.02	21.97
December	23.25	21.24	22.29

Highest, Lowest and General Average of the Pressure of Gas for the Year 1909.

	Highest.	Lowest.	Gen. Av.
January	2.20	2.00	2.09
February	2.20	2.00	2.10
March	2.20	2.01	2.11
April	2.20	2.00	2.09
May	2.15	2.00	2.09

	Highest.	Lowest.	Gen. Av.
June	2.15	1.90	2.07
July	2.10	2.00	2.09
August	2.20	2.00	2.08
September	2.20	2.00	2.07
October	2.25	2.10	2.19
November	2.30	2.00	2.11
December	2.25	2.00	2.15

Gas Meters Tested.

During the past year the Department inspected and tested 22,100 gas meters for the Consolidated Gas Company, and 53 were inspected and tested for complaining consumers, making a total of 22,153 gas meters tested. Of the number tested for the Gas Company, 20 were found to register incorrectly or otherwise defective, and were condemned and rejected by the Department. Of the number inspected and tested for complaining consumers, 44 were found to register correctly and 9 were found to register incorrectly, and these latter were condemned.

Fees Collected.

An inspection fee of 10 cents is collected for each new and repaired meter tested for the Gas Company, and $1.00 for each meter inspected and tested on complaint of a consumer. The fees thus collected amounted during the year to $2,432.40, and were deposited with the City Comptroller to be placed to the credit of the city, as directed by law.

Meter Reading and City Gas Bills.

Each month during the year the statement of all gas and electric meters located in every building and other public place under the control of the city government has been verified by the District Superintendents of this Department, and thereby the accuracy of the resulting gas and electric bills of each municipal department has been certified by this office before payment is made by the city.

Testing Electric Meters.

In view of the persistent demands on the part of the public for municipal inspection and testing of electric meters, an ordinance providing for such work was approved by the Mayor and City Council July 28, 1909, which became effective October 1, 1909.

Since the latter date the Department has been engaged in inspecting and testing electric meters at the storerooms of the Electric Light and Power Company—the law prohibiting the Company installing a meter in the premises of any consumer prior to such meter being tested by the city.

The number of electric meters tested for the Company from October 1 until November 30, 1909, is 1,101.

Owing to the unavoidable delay in obtaining the necessary electrical instruments—orders for which have long since been given—we have been unable thus far to test electric meters for complaining consumers. We hope, however, to be prepared to execute this part of the work about the latter part of January, 1910. The fees charged for the work in this connection are the same as those charged for testing gas meters.

Self-Supporting.

It is my pleasure to state that the revenue derived from testing gas and electric meters defrays all the expense involved in connection with the operation and maintenance of these two branches of the Department.

Street Signs.

Six hundred and fifty-six (656) additional new street signs were erected during the year at three hundred and twenty-eight (328) street intersections in various parts of the city, and twelve hundred and forty-six (1,246) new signs were substituted for old signs, made necessary on account of renamed streets.

The work in connection with the adjustment and repair of street signs has become so extensive as to require the services of a man and team during the entire year.

MISCELLANEOUS.

Natural Gas Inquiry.

The Consolidated Gas Electric Light and Power Company having proposed to introduce the supply of natural gas into Baltimore, the First Branch of the City Council, by resolution, directed me to furnish it with "such information and data as is physically and scientifically procurable relative to (a) artificial gas as now used in Baltimore, (b) natural gas now in use and as contemplated to be piped here, (c) the proposed mixture of the two," together with any other information in connection with this subject that might be of service.

As natural gas has never been used in the city of Baltimore none of the officials of the Department have had such experience with it as would lend value to their opinions regarding the properties of this gas either alone or in admixture with other gases.

In this emergency I was compelled to call into consultation Prof. Charles E. Monroe, of Washington, D. C. He seemed best qualified for this work from the fact that he has not only been connected with the manufacture of gas since 1876, and repeatedly with gas companies and municipal officials as an expert upon gas questions, but also as the expert agent of the United States Bureau of the Census, he has been called upon to consider all matters relating to chemical industries, including all gas industries in a broad and comprehensive manner, and wholly independent of any individual or corporate interest. For more than two months Dr. Monroe proceeded with the work assigned him, keeping in almost daily touch with me, and answering all questions propounded in connection with the subject under consideration, and finally submitted to me his report dealing in detail with all the points involved in an able, intelligent and thoroughly scientific manner. A copy of the report, which was printed and in pamphlet form, was presented to your Honor, the members of the City Council and other officials of the city government who were interested in the natural gas question.

The Great Storm of March 3 and 4, 1909.

A very disastrous sleet storm visited the city on March 3 and 4, 1909, with the result that about 25 per cent. of the electric arc light system, located principally in the suburbs, was out of service for about six days. It was necessary, therefore, to practically rebuild this entire system, and it is my pleasure to report that, through the excellent management of the work of reconstruction by the Consolidated Gas Electric Light and Power Company, the city was enabled to obtain the benefit of a resumption of this service in a comparatively short time after the storm.

Number of Streets on Which Lamps Have Been Installed.

During the year the street lighting service has been extended on eighty-three (83) streets throughout the city—requiring the installation of eleven hundred and sixty-two (1,162) electric arc, gas and naphtha lamps—the greatest number of street lamps erected in any one year in the history of the Department.

Number of Streets Renamed.

Owing to the requirement of the city ordinances, new street names were substituted for old names on three hundred and eighteen (318) streets in various sections of the city and six hundred and fifty-six (656) new additional signs were placed at street intersections heretofore unmarked.

Repair Orders.

Ten hundred and thirty-four (1,034) general orders were issued and executed in connection with the street lighting service, such as repairing pavements, street signs, lamp posts, meter casings, etc.

Acknowledgment.

I desire to take advantage of this opportunity to make acknowledgment of the services rendered this Department

and the public generally by the Consolidated Gas Electric Light and Power Company. Both the gas and electric branches of this company have been most progressive in their operations during the year to the end that the electric and gas lighting service is being maintained to the entire satisfaction of the Department.

I have observed with much pleasure the company's desire to treat with the city in all matters pertaining to the work of this Department, and in fact with the public in general, in a fair and impartial manner.

The company, therefore, is entitled to complimentary mention which I am pleased to extend.

Items of Expense for Lighting the City.

Salaries	$15,100.33
Gas lighting and maintenance	145,452.18
Naphtha lighting and maintenance	25,653.60
Electric lighting and maintenance	152,638.66
Incidentals	348.56
Special illumination (Druid Hill avenue)	290.00
Total	$339,483.33

Revenues Derived from Fees and Old Material.

The total revenue received during the year for testing gas and electric meters and for the sale of old material amounts to $2,644.18.

Conclusion.

In conclusion I beg to thank your Honor and your secretary for many courtesies extended, as also the several departmental heads for willing co-operation when occasion required.

I would be remiss in my duty were I to fail to give expression of my sincere appreciation to my office force and the employes of the Department, for their earnest, conscientious and faithful service in the discharge of their respective duties—all of which has tended to promote the city's welfare.

HARBOR BOARD.

Pushing Pier Contracts to a Rapid Conclusion Ahead of Contract Time—Piers a Paying Proposition—Plan for Fifty Million Loan to Extend the Pier System—Other Legislation Asked.

OSCAR F. LACKEY, Engineer, President.
CLARENCE SHRIVER,
M. H. GOODRICH,
WILLIAM D. SANNER,
J. FRANK THOMPSON,
} Harbor Board.

We take great pleasure in stating that although the contract time for completing the construction of piers, under contract with the Sanford and Brooks Company, does not expire until February, 1911, the amount of work completed at this time leads us to believe the whole work will be turned over in the fall of 1910. This means a great deal to the City of Baltimore, as any revenue collected on Piers 5 and 6 and East Falls avenue prior to that time should be considered as a direct gain to the city, and the cost of construction should be reduced by this amount.

Piers a Paying Proposition.

It is estimated that the total gross cost of the piers under the Act of the Burnt District Commission will cost $5,300,909.26, divided as follows:

Property, including expenses of the Burnt District Commission, court fees, administration, etc.	$3,239,805.56
Construction, including engineering expenses, administration, etc.	1,876,103.70
Pratt Street Bridge, including property	185,000.00
Grand total	$5,300,909.26

In order to figure the investment to the city from actual figures we will take from the gross cost of Piers $165,470, received as net premium from the sale of the 1954 Burnt Dis-

trict Loan, and $372,598, collected in wharfage after the property was acquired and before the pier construction began.

Gross total		$5,300,909.26
Premium on bonds	$165,470.00	
Wharfage	372,598.00	
		438,068.00
Net cost		$4,862,841.26

We are actually assured for 1909:

Pier space now leased	$130,530.51
Interest at 3½% on quarterly payments	2,855.33
Collected in wharfage (approximately)	41,000.00
	$174,385.84

Although two of our largest piers now under construction are producing no revenue, the city is deriving in *actual cash* on the investment 3.58 per cent. We could greatly increase this revenue, and honestly so, if we assumed the monetary value of these piers, outside of the money directly produced from rentals and wharfage. The figure 3.58 per cent. is the actual *cash value* and we assume nothing.

For the year 1910, using the most conservative figures, we can safely count on $204,012, which leaves vacant all of Pier 6, the largest and one of the most desirable of all, together with all of Pier 5, except 150 feet at the south end. This increases the city's investment from 3.58 per cent. in 1909 to 4.19 per cent. in 1910.

The piers when completed, if all space is occupied, would produce in round numbers $390,000, or 8 per cent.

Scheme to Extend the Pier System.

From the results shown by the figures given above, and from the satisfaction of the people and the press, expressed so forcibly at the General Election, November 2, 1909, when the new Million Dollar Dock Loan was passed by a majority of

16,000, and not a campaign speech made in its favor, the Harbor Board unanimously adopted a resolution at their regular monthly meeting held on December 20 that His Honor the Mayor be respectfully requested to have drawn up in proper legal form, for the action of the General Assembly, in 1910, an Act covering the following:

SECTION 1. Be it enacted by the General Assembly of Maryland, That the Mayor and City Council of Baltimore be and it is hereby authorized to issue its stock to an amount not exceeding $50,000,000, said stock to be issued from time to time as the Mayor and City Council of Baltimore shall, by ordinance, provide; and the proceeds thereof to be issued for supplying additional means for defraying the expenses and costs of carrying into execution the plans of improvements along the water front of the Patapsco river, as may be recommended from time to time by the Harbor Board, said plans to be approved by the Board of Estimates of the City of Baltimore. These plans to provide for the purchase of water front property in the port of Baltimore bordering on the Patapsco river, or its tributaries, and to include the construction of new municipal piers; to provide for opening, extending, widening, straightening and closing streets, lanes and alleys, for establishing building lines and the width of sidewalks; or adding to, extending or cutting away or filling in the harbor or basin or port of the City of Baltimore; and for establishing public wharves and docks, warehouses, sheds and buildings in or adjacent to the newly established public wharves and docks; and to provide for the widening or deepening of the present channels, or for the dredging of channel approaches; and to provide for the purchase, maintenance and placing of buoys made necessary by the dredging of channel approaches; and to further provide for any other improvements along the water front of the port of Baltimore as may be outlined in plans of the Harbor Board of the City of Baltimore and approved by the Board of Estimates of the City of Baltimore; and to provide for appropriating a portion of the General Sinking Fund of Baltimore City, and other monies for the purposes of this Act; but said stock shall not be issued, in whole or in part, unless the Ordinance of the Mayor and City Council of Baltimore providing for the issuance thereof shall be submitted to the legal voters of the City of Baltimore at such time and place as may be fixed by said Ordinance, and be approved by a majority of the votes cast at such time and place as required by Section 7 of Article 11 of the Constitution of Maryland.

SEC. 2. And be it enacted, That this Act shall take effect from the date of its passage.

In framing this Act, the Harbor Board have endeavored to place every possible check on any useless appropriations, or to prevent appropriating any part of the loan for improvements other than for the development of the port of Baltimore. As provided in the proposed Act, not one cent of this money can be spent until plans and recommendations have first been approved by the Harbor Board; they must then go to the Board of Estimates for their consideration and action, and if approved by them an ordinance must be passed by the Mayor and City Council of Baltimore, and the same must meet with the approval of the voters of the City of Baltimore, as provided for in Section 7, Article 11, of the Constitution of Maryland. It is not the intention nor the desire of the Harbor Board to have this $50,000,000 to draw on at will, nor to make it possible for the Mayor and City Council to appropriate any of the same, except under conditions as named above.

We feel an Enabling Act of this kind is needed, and if not needed can certainly do no harm. It relieves the city from being obliged to go to the Legislature at each meeting of the same for the purpose of getting the authority to float, perhaps, a smaller loan. It makes available an amount of money each year to meet any demands and to cope with any possible disasters that may occur along our water front. It further places the city in a position to take over private property, when the same may be necessary, for the public good. It immediately gives the City of Baltimore a higher commercial importance and makes her one of the first and leading cities in this country to adopt a plan leading up to municipal ownership of the water front property of the port; that which every port in this country is struggling to do; their efforts meeting in some instances with success and in other instances with encouragement but not in one instance with failure.

If there is any doubt in the minds of some of the people as to the advisability of municipal ownership of our water front property, we would respectfully refer them to the reports of the many experts who have studied this subject; going fully into

the details; comparing the advantages to the disadvantages; the cost to the benefits; the commercial growth where municipal ownership exists and where it does not, and many other similar comparisons.

Together with the Act authorizing the $50,000,000 loan, we would respectfully request that the two following Acts be introduced at the meeting of the General Assembly:

Request for Certain Legislation.

An Act to empower the Mayor and City Council of Baltimore to issue its stock to an amount not to exceed the unexpended balance of the $1,000,000 Loan passed by the voters of the City of Baltimore at the General Election held November 2nd, 1909.

Said stock to be issued from time to time as the Mayor and City Council of Baltimore shall, by Ordinance, provide; and to be issued for such amounts and to be payable for such time and to bear such rates of interest as the Mayor and City Council of Baltimore shall, by Ordinance, provide; and the proceeds thereof used for the purchase of property, either by private sale or condemnation along the water front of the harbor of Baltimore, or for the construction and completion of a new municipal pier along the water front of the harbor of Baltimore, or for the purchase of property, by private sale or condemnation, and the construction in part or as a whole of a new municipal pier, or piers, as may be outlined in plans of the Harbor Board of the City of Baltimore, but said stock shall not be issued in whole or in part, unless the Ordinance of the Mayor and City Council of Baltimore providing for the issuance thereof shall be submitted to the legal voters of the City of Baltimore at such time and place as may be fixed by said Ordinance, and be approved by a majority of the votes cast at such time and place as required by Section 7 of Article 11 of the Constitution of Maryland.

Sec. 2. And be it enacted that this Act shall take effect from the date of its passage.

An Act authorizing the State Treasurer to pay to the Mayor and City Council of Baltimore for maintenance and operation of the Iceboat Annapolis, the sum of five thousand ($5,000) dollars for the fiscal year 1910, and the like sum of five thousand ($5,000) dollars for the fiscal year 1911.

Sec. 2. And be it enacted that this Act shall take effect from the date of its passage.

In reference to the Act authorizing the State to set aside $5,000 each year for the maintenance and operation of the Iceboat Annapolis, to show the need of this amount of money, we would respectfully call your attention to the extra money required to meet expenditures, in excess of the appropriation, said excess amounting to $3,250 was allowed out of the Contingent Fund. In addition to this there is outstanding about $2,700, making a total in round numbers of $5,900 over and above the regular appropriations for 1909.

Further, there is no available fund upon which to draw in payment of a crew, if the iceboat is needed on or before January 1.

This deficiency was caused by the action of His Excellency the Governor, who, after the passage of a similar Act by the Legislature of 1908, vetoed the appropriation of $5,000 as set aside by the last Legislature.

Year's Work.

In addition to the work on piers under contract, the following work has been completed:

Dredging of harbor, including docks.
Placing anchor buoys.
Constructing about 1,000 lineal feet of bulkhead, Old Marine Hospital.
Constructing bulkhead foot of Lancaster street.
Constructing pier in Back Basin for Street Cleaning Department.
Bracing Pier 7 for the Fire Department House.
Rebuilding bulkhead west end Block street.
The field work of survey of harbor will be completed the early part of 1910.

SUPERVISORS OF CITY CHARITIES.

Wonderful Scope of the Splendid Work Conducted by That Department—Caring for the Poor; for the Insane; for Helpless Children; for Inebriates and Many Others.

J. HALL PLEASANTS, M.D., President.
MRS. JOHN J. ABEL,
JAMES M. AMBLER,
JOHN BLACK,
DR. CARY B. GAMBLE, JR.,
DANIEL GREENBAUM,
ELISHA H. PERKINS,
JAMES R. WHEELER,
DR. J. WHITRIDGE WILLIAMS,
} Supervisors.

NATHANIEL G. GRASTY, Secretary.

Plans for the radical improvement of conditions at Bay View along the general lines recommended by the committee of experts, as outlined in the last annual report, have been drawn up by the Supervisors of City Charities, and the first step has been taken in carrying out this carefully considered scheme of development. To Messrs. Parker & Thomas, who were selected by the City Architectural Commission as architects for the Supervisors, the details of the work have been entrusted.

The relief of the deplorable overcrowding at the institution seemed of paramount importance, and it was felt that this could be best met by the construction of a separate hospital, permitting the removal of 150 hospital patients who are now housed in the east wing of the main building which is used at present as a hospital for males. This will permit the transfer to comfortable quarters of many of the inmates of the almshouse who are now housed in the overcrowded basement and "tunnel."

The erection of this new hospital building, which is now under construction, is considered by the Supervisors of Charities an undertaking of considerable importance. For the care of the sick poor, the Supervisors maintain 378 beds in various hospitals throughout the city. These institutions will receive and keep only such patients as are suffering from acute diseases

or those whose stay in the institution is a matter of comparatively short duration.

Patients who are suffering from chronic diseases or those whose illness is likely to be lengthy are refused admission, or are returned to the Supervisors. The only place where this class of cases can then be placed is in Bay View.

There are now in the hospital department there over 300 such patients, most of whom were previously inmates of the various hospitals within the city. Such patients are in no sense to be confused with the inmates of the almshouse proper; nor are all of them hopeless or incurable invalids. Although requiring prolonged and careful treatment and nursing, many of these are restored to health and usefulness, and do not become a permanent charge upon the city. Up to the present time these hospital patients have been cared for in the wings of the large central building or almshouse, in quarters which are absolutely unsuited for hospital purposes, but which will be most useful in providing for the aged and infirm. The erection of the new hospital will thus serve a double purpose in relieving the overcrowding of the almshouse and in providing suitable quarters for the sick.

Bay View Hospital Plans.

In designing the new hospital, the Supervisors have not only endeavored to provide a first-class hospital for chronic cases at a medium cost to the city, but have taken the initial step in a well considered plan for the improvement of Bay View. The ward building now under construction is the first unit of a group of buildings for hospital purposes which will be constructed as the requirements of the city demand. This unit is designed to accommodate 150 patients and will provide for about two-thirds of the hospital patients now housed in the wings of the almshouse. As the male patients outnumber the females in about the proportion of two to one, and as the overcrowding is most marked on the male side, the new hospital building will be largely if not entirely devoted to men patients.

The site selected for the first building of the new hospital group is a point about 1000 feet to the east of the main building or almshouse proper, and commands a fine view of the river and bay. The building now under construction is the southwest unit of the proposed group. The grouping and ornamentation of these buildings is unique and combines ease of administration with a maximum of sunlight. Four separate ward buildings, each of which is designed to accommodate 150 patients, will radiate about the central administration building and the detached kitchen. It is believed that two ward buildings of the type of the one now under construction will meet the requirements of the city for the next ten years. The administration building as shown on the group plan is designed to meet the needs of the completed four ward hospitals, but it is so arranged that it may be built in sections to supply administrative facilities for the ward units as these are severally constructed.

Work on the first ward unit of the hospital now under construction was begun in August, 1909. The contract price is $155,100, and under the terms of the contract the building is to be finished by May 1, 1910. The general shape of the building is that of three radiating wings. The building, which is of fire-proof construction, contains a basement and three stories, and is built of red brick. In the basement are the patients' reception rooms, disinfection rooms, storerooms for clothing, and temporary operating rooms. The three upper floors are identical, and are used for ward purposes. Wide screened porches extend along the entire south side of the building on each floor. The northeast wing on each floor contains the patients' dining-room, the diet kitchen, small rooms for 10 special patients, elevator, bath rooms and doctors' and nurses' offices. The south and west wings are large and well lighted wards, each holding 20 patients. The toilet-rooms for patients are separated from the wards by fresh air cut-offs. The wards proper are heated by indirect steam. The building is thus seen to provide accommodations for 50 patients on each

floor, or 150 patients in all. The cost of construction per patient is very low, being about $1,034 each. This is almost one-half the cost in similar modern hospitals elsewhere. While every endeavor has been made to design an absolutely first-class hospital as regards ventilation, heating and plumbing with the maximum of sunlight exposure, and at the same time to reduce the cost of nursing through convenient arrangement of ward administration, not a dollar has been spent in unnecessary decoration, either upon the outside or inside of the building. Although the reputation of the architects is a guarantee that æsthetic considerations have not been ignored, an examination of the plans is convincing that not only from a practical but also from an artistic standpoint the building will be a credit to the city as the first step in the radical improvement of Bay View.

New Heating Plant in Bay View.

The condition of the Bay View heating and power plant has become so bad that the Supervisors have been compelled to arrange for an entire new plant. The present building, in fact, is much too small for the needs of the institution and shows extensive bulging of the walls and other signs of weakness.

The boilers are old and require frequent and costly repairs. the building is not fire-proof, and its location, immediately adjoining the main building, with 800 occupants, is a constant menace. The fire pumps which are located immediately adjoining the boiler room would be useless in the event of a fire originating in the power house. The size of the present building will not permit of the installation of additional boilers to supply the new building now under construction. (The electric plant is inadequate and there are no reserve dynamos in the event of accident). Experts who have examined the plant have stated that there is a great loss of power and unnecessary coal consumption as a result of the present defective conditions.

The condemnation of the building by the Building Inspector

last year has made necessary either the complete reconstruction of the present power plant, or the erection of an entirely new plant. Acting under expert advice, the Supervisors have had plans drawn up for a new plant at a point to the west of the main building and at a distance sufficient to do away with the danger from fire and to avoid nuisance from smoke. The new plant has been designed to meet the present and future needs of the institution as well as to supply power to the new Sydenham Hospital on the Bay View grounds, which is under the charge of the Health Department. The appropriation of $25,000 in the Ordinance of Estimates for 1910 will not be sufficient to complete this power plant, but under authority from the Board of Estimates work will doubtless be begun in the early spring and the plant should be in operation by next winter, the balance of the cost of construction to be met out of the tax levy of 1911.

Additional Improvements.

The condition of the building for the female insane, which was condemned by the Building Inspector a few years ago on account of settlement of the walls, has been the cause of considerable anxiety to the Supervisors. It will be recalled that the dangerous points were then braced up by the Building Inspector and the building was pronounced to be temporarily safe. During the year several conferences in regard to the condition of the building have been held between the Mayor, the Supervisors and the Building Inspector, and the latter has been instructed by the Mayor to make frequent and regular inspections of the building and to report to the Supervisors should any new sign of a weakness develop. It is hoped that the building can be used until 1911, when the State will take charge of the insane, as provided for under the Act of the Legislature of 1908.

Valuable and Needed Changes.

In addition to the completion of the first hospital unit and the construction of the new power house during the coming

year, the Supervisors are planning for additional improvements at Bay View, which will further help to relieve the serious overcrowding. The construction of a new dining-room in the main building into sleeping quarters for about 80 additional inmates of the almshouse will thus help to relieve the overcrowding in the basement and "tunnel." The present kitchen is unsanitary and inadequate, while the walls of the bakery are bulging and unsafe. The distance of the kitchen from the dining-rooms increases the expense of administration and serving, which the contemplated change will materially lessen.

Tuberculosis Hospital.

The Tuberculosis Hospital, enlarged last year to accommodate 60 more patients, bringing the total capacity to about 150, is still entirely inadequate to meet the requirements of the city. Moreover, the need of a separate building for negroes is most pressing. At the present time the races are separated in a very imperfect manner, which has given rise to much criticism. The widespread movement for the suppression of tuberculosis calls for adequate hospital accommodation for the care of advanced cases as the most important factor in stamping out the disease. Public opinion in the next few years will certainly demand that the city provide greatly increased accommodations for this class of patients. Only advanced cases are now received at Bay View, and the policy of providing in the future for only this class of patients here seems a wise one.

Old Building Needs Renovating.

The necessity for a complete renovation of the main building or "almshouse" was emphasized by the committee of experts. This building, having a capacity of 600 persons, was constructed over fifty years ago and is in need of a thorough overhauling. It is practically without any system of ventilation; the toilet arrangements are unsanitary, and the lighting is very bad. New floors are needed throughout the building.

This work must be done in the next year or two, but should not be undertaken until the overcrowded condition of the building has been partially relived by the improvements already outlined.

Work Done for Children.

During the ten years, since the creation of the Board of Supervisors, we have been asked to take care of 4,170 children. For 3,083 of these children more suitable sources of care were found. Parents and relatives have been found able to care for some, private charity has assumed responsibility for others. In many cases the benefit has been extended to the home of the child as well as to the child itself, a new sense of parental responsibility having been aroused.

The cost to the city of maintaining these 4,170 children, had they all been placed in institutions as charges on the city, would now be over $225,000 a year, whereas the actual amount expended by the Supervisors on this branch of the work was less than $30,000.

During the past year applications were made to have the city assume the care of 397 children, 290 of whom were provided for, other than becoming charges on the city.

One of the greatest sources of saving to the city and of benefit to the children is the plan of placing children in free private homes, generally in the country. Children are so placed by institutions which have been maintaining and educating them, with the assistance and under our direction. The institutions have co-operated with us and accepted suggested improvements cordially. Our agents investigate carefully all homes that are offered and select only such as offer promise of giving good parental care and of developing a child's character.

Church and public school privileges are insisted on. The homes are visited at least once every six months. We now have 660 children under our supervision, 328 of whom have been so placed that they are no expense to the city.

The bulk of those who were assumed as city charges, but are

no longer under our care, have been permitted, on account of better conditions in their homes, to return to their relatives.

State Care of the Insane.

The insane are constantly increasing in Maryland. A few years ago there was about one insane person to every 500, whereas there is now one to about every 375.

Every means is used by the Supervisors to provide care and treatment as soon as possible for persons mentally diseased. Prompt treatment is one of the surest means to recovery. While the Supervisors constantly urge upon the State its duty to make more adequate provision for the insane in well equipped hospitals on extensive grounds, because, as a rule, State institutions can best care for the insane, we wish to call the attention of the public to the fact that the insane department at Bay View Asylum, which has to be used at present for many cases, acute as well as chronic, is under a medical staff appointed from nominations made by the Johns Hopkins University. Although the care of the insane at Bay View is humane and reasonably efficient, the great need for State care is self-evident, not only in the city, but throughout the entire State.

If the best results are to be obtained mentally, physically, and morally, State care must be given and should be given at once. The overcrowded condition at Bay View and the miserable surroundings of the insane in the county almshouses, all point to the need of concerted, energetic action by the friends of these unfortunates. State care should be accomplished by a bond issue of $1,000,000, which it is estimated would increase the tax rate 1¼ cents on $100. The State is practically out of debt and financially has never been in a better position to shoulder this expense. The Supervisors of City Charities urge the wisdom of State care of the insane at once.

It is interesting to note the steady increase in the amount derived from the reimbursing insane since the Supervisors took charge of this branch of the work. At that time the City

Comptroller estimated that $2,500 annually was the amount to be expected from this source. The first year the amount shot up to $7,000, and has since steadily increased, until the past year it amounted to over $19,000.

Special Institute for Inebriates Needed.

Many of the most heart-rending cases among the thousands applying for relief are those where one of a respectable family is addicted to drugs or has become a confirmed drunkard. Cases come under our observation of educated, refined girls associating with negroes, degrading themselves beyond description in order to procure a sufficient quantity of the drug to satisfy their cravings. It would be a God-send to the community if Baltimore had a special institution for inebriates. The most troublesome of all cases that come under our observation. These are to be found everywhere in Baltimore, among the rich and poor alike, and cause intolerable anguish and distress in their families. Such persons should be committed by court to a State institution for inebriates, and put under treatment indefinitely. Those who respond to treatment should at first be paroled for a limited period to be gradually lengthened until continued self-control justifies a final discharge. Those patients unable to be trusted should be confined indefinitely. A State institution on a large farm and with a few simple industries attached would shortly become nearly self-supporting.

Transportation of the Destitute.

This transportation fund is not intended to be used indiscriminately for the traveling expenses of the poor. It is only used for sending away from the city persons who are already charges or likely to become charges upon charity or upon the city, and for the purpose of sending them only to those places where inquiry made by our clerks shows they have work assured them or relatives or friends ready to care for them. If

suitable cases, they are then sent to such places, no matter how distant. A large number of applicants either cannot or will not give any references from the place in which they claim to belong. Able-bodied men are rarely given transportation and every effort is made to secure reimbursement from friends or relatives when possible.

No hardship falls on the applicants pending inquiry, as they are cared for if destitute by some co-operating charity or at the almshouse. The amount of the fund expended yearly has not increased, but is about one-half, and sometimes only about one-third of what was expended before the Supervisors took charge of this branch of the work. Every applicant is dealt with carefully and considerately, with a view to transporting him to his home if it is possible to do so.

Looking After the Feeble-in-Mind.

Year after year attention is called to the feeble-minded. These helpless creatures, although greatly to be pitied, receive the least thought and are the most neglected of all classes. A deep interest by the public is manifested for the sick, the orphan, the insane and the blind, while these forgotten unfortunates simply exist, and are being cared for little better than animals.

One home was visited in which a troublesome boy, five years of age, was found occupying the entire attention of his sick mother. The mother was compelled to care for four other children. She had recently returned from a hospital where she had undergone an operation, from the effects of which she was in such a weak and nervous condition that it seemed impossible to bear the strain. Later it was discovered that she had been locking up the boy day by day in an out-house, and when spoken to on the subject, wept bitterly and said: "Yes, little Charlie is treated like an animal, and it nearly breaks my heart to think of it, but what am I to do?" The child would chew the very shoes off its feet, while she, broken in health and burdened with the care of four other children, one of whom was dying, was compelled to attend to all, along with household duties.

In another instance a visit showed that a motherless white boy, feeble-in-mind, was tied in a large chair, and left absolutely alone from morning until noon and again from noon until night. These long periods seemed inhuman, but the father, when questioned, showed that he had made every possible effort to secure better care for the child. He was a widower and his earnings were so meagre that it was impossible to hire an attendant, and the boy was tied to prevent his injuring himself or rolling against the stove while his father was absent working daily for a livelihood. These horrible cases are coming to light continually, the applicants applying to this Department for a relief, which we are powerless to give owing to the lack of provision by the State.

Temporary Care of Homeless Men.

Since the old custom of allowing men to lodge in the police stations was wisely done away with, the Friendly Inn Association undertook to give food and lodging to homeless men in return for work. The Association offers more comfortable and sanitary care than the police had given or could give. This institution is the development of an idea held by many of our citizens that there should be a place where able-bodied men could secure food and lodging in return for work, and be thus made independent of the alms of the public. Each man has the privilege of a bath, hot and cold water, individual towels, clean night clothing and a clean bed in a comfortable room, the bed linen being changed daily. It is impossible for men of the tramp class to make a rendezvous of this institution, for a tramp will not work and the rules of the Inn make it impossible for a man to remain longer than three days without special permission from the manager, which means that he must justify his remaining longer either by showing a disposition to get work or by some other valid reason, each case being dealt with according to circumstances and facts.

The city has been paying the Association, under contract, the sum of 10 cents a day each for the care of its proportion of

the beneficiaries, the total sum not to exceed $1,000, the amount expended this year being $753.70. This limit of $1,000 may be reduced in future if the institution is able from its sale of fire wood and the donations of the charitable to care wholly for the homeless men, who we hope will grow less in number with better times.

The almshouse is too far from the city to be used for admissions late in the day, and an institution like the Inn, whose benefits are earned by work, is the best agency for dealing with homeless men. The exceptional applicants who are too infirm to work are sent the next day, by the Inn, to the Bay View office.

The City Offices.

The cost for 1909 of our city offices through which our investigations are conducted was $10,040. This was spent chiefly for traveling expenses and salaries through well trained agents, whose duty it is to give systematic consideration to the needs of the poor and to study the resources and opportunities for helping them in the best and most permanent way. More than the amount thus expended was returned to the city in the one item alone of the money collected by the Department from the reimbursing insane, so that since the Supervisors of City Charities came into existence ten years ago, the trained office force has not cost the public a cent, but it has turned over thousands of dollars to the city instead.

The Supervisors expended during 1909 $520,552.79, as compared with $429,801.16 in 1908. The increase is due chiefly to Bay View improvements, to the rapid increase in the number of insane patients who have to be cared for by the city, and to the increased expense for provisions and better service in the care of the sick and insane at Bay View.

In Bay View Hospital the grade of nurses is being gradually raised. In the other departments of our work the increase or decrease has been slight. The following table shows the amount appropriated by the Mayor and City Council for expen-

ditures during 1909 by the Supervisors of City Charities, the amount expended and the balance left in the city treasury:

	Appropriation.	Expended.	Unexpended.
Bay View, Salaries	$43,178.00	$40,843.57	$2,334.43
Bay View, Expenses	118,712.00	118,712.00	.....
Bay View, Improvements	75,000.00	75,000.00	.....
Completing Tuberculosis Hospital	8,000.00	8,000.00	.....
City Office, Salaries	8,760.00	8,743.14	16.86
City Office, Expenses	1,300.00	1,296.31	3.69
Temporary Care of Homeless Men	1,000.00	753.70	246.30
Transportation	1,000.00	709.05	290.95
Hospitals	68,600.00	65,818.00	2,782.00
Dispensaries	9,200,00	8,638.74	561.26
Insane	168,000.00	166,034.42	1,965.58
Destitute and Neglected Children	35,000.00	26,003.86	8,996.14
Total	$537,750.00	$520,552.79	$17,197.21

TOPOGRAPHICAL SURVEY COMMISSION.

Important Work in Developing Annex Streets — Recommends Transfer of Work to Topographical Survey Which Now Goes to City Surveyor—Some of the Plans in Connection with Good Roads Commission.

J. BARRY MAHOOL,
HARRY F. HOOPER,
J. SEWELL THOMAS,
} Commission.

JOSEPH W. SHIRLEY, Chief Engineer.

In regard to future legislation pertaining to the welfare and efficiency of the Topographical Survey Commission I deem by far the most important subject is that which relates to the street plan of the Annex. In this I refer more especially to laws that may enforce in some way improvements in this section along the lines and grades of streets which have already been adopted by ordinances of the Mayor and City Council.

This subject is one in which you are probably very familiar, and I shall only refer to past events concerning it in a very brief manner. Ordinance No. 129, approved December 3, 1898,

adopted a general plan of streets for the entire Annex, and directed that the Topographical Survey Commission establish the lines and grades of the proposed streets in conformity with this plan, and as you are well aware this work has been steadily carried on by this Department and a great portion of the plan has been completed. In this connection it will be well to state that this work has progressed under the most scientific and accurate methods known in surveying, and the city now controls a system of determining street lines that is not equaled, so far as I have been able to discover, by any other city in this country. Indeed, in this matter the city is certainly to be congratulated on the wisdom and foresight shown in the creation of the Topographical Survey Commission, and on the methods of refinement and accuracy that were adopted in its origin.

As time has passed new conditions have constantly arisen that have made it advisable to amend the general plan of streets to conform with desirable improvements. As instances of the conditions may be cited the vicinity of Stony Run Valley, where the original plan is now practically void on account of the parking and boulevards that have recently been laid out and constructed; this is also true in the section bordering on Gwynn's Falls, and Herring Run, the valleys of which have already been acquired by the city for park purposes, thus necessitating radical changes and the adjustments in the proposed streets. Other similar conditions could be mentioned showing the necessity of altering or amending the street plan where other improvements have made it desirable. By authority of an Act of the General Assembly, the City Council, with the approval of your Commission, now has the power to alter the original plan under certain rigid conditions, and this power has in many cases been used to great advantage.

The impression seems, however, to have been made on some of those engaged in the development of the Annex, that the plan may be modified in any way to suit the conditions of any particular layout, and it is due to this impression among certain builders that has created the awkward and unsightly con-

ditions that are found in certain sections. These occurrences are, however, very few, and in a great many instances your Commission has been able to show to the owners preparing to build according to their own notions the advantage of changing their ideas to conform to the established plan. While it is true the city is prohibited from accepting the bed of any street that does not conform to the plan, and has adopted a general policy of granting as few privileges as possible to those laying out such unconforming streets, these provisions have only remedied some conditions, but have not prevented all incongruous development. It seems, then, very much more desirable from the city's point of view, as well as that of the vast majority of property owners, to enforce by some means a strict adherence to the general plan, and I beg to suggest for your consideration that some remedy be sought to do away with this unfortunate condition.

It is claimed by many of those who have looked into the subject that the owner may improve his property according to his own fancy so long as he obeys the dictates of the building regulations, but for the common good of all, additional restrictions should certainly be imposed to prevent development that will seriously affect neighboring property. If some means could be found whereby the city could legally refuse to establish any grade on private streets, or more especially on streets that do not conform to the plan, and refuse to lay any water main, or provide any lighting facilities, or grant other similar privileges on such streets, it would seem that this would have a strong tendency to direct improvement along desirable lines. A close study of this question would probably bring to light additional means for accomplishing the results, and I have only indicated the above as a hint as to the general scheme on which I deem the reform could be made.

City Surveyor's Work Should Be Changed.

Another subject I consider of special importance and requiring regulation at this time is that of establishing grades

in the Annex. Under the present system these grades are established under the direction of the City Surveyor who charges a certain fee, set by law, for each block. This work should, by all means, be done by some regular city department under whose direction it could be done more economically and more in harmony with the general Grade Plan. In previous years the City Engineer had charge of this work, but due to some new conflicting legislation it has, during the past few years, been given to the City Surveyor, and I suggest that steps be taken in the near future to confer this power again on some of the regular Engineering Departments of the city.

There is also other work now given to the City Surveyor that should be turned over to some of the regular departments. I refer more especially to the condemnation maps of street openings. As the law now stands, any private surveyor or City Department may make the preliminary map which accompanies the ordinance opening a street, but after the passage of the ordinance it is necessary that another map, known as the "Condemnation Map," be made, showing more in detail the property to be taken, which latter map, the law now requires, be made by the City Surveyor. This condition of affairs probably worked very well during the village days of Baltimore, when the amount of surveying done by the city did not justify the expense of a permanent department for that purpose, but these conditions have long since passed away and the city can now perform, through its regular engineering branches, more economically and expediently practically all of the work that now must, of necessity, according to law, be given to the City Surveyor. This is especially true in the instance given above relative to the condemnation maps. These maps are simply built up from the preliminary maps and would only require a slight expense to make where so much of the data is right at hand. In other words, under present conditions, the city must pay for two maps, one made by a City Department, and the other by the City Surveyor, which amounts to a duplication of costs. This condition should certainly be done away with.

Indeed, the whole subject of the supervision of all matters relative to streets in the Annex should be greatly simplified and adjusted on a better arranged plan. Under the method now in vogue any councilman may introduce an ordinance for the opening and condemnation of any proposed street, but the passage of such an ordinance means practically that the city is only given the power to proceed with the actual process of condemnation, as the ordinance does not carry with it any appropriation for carrying out the process. In the condemnation, theoretically, the benefits and damages balance one another, whereas, as a matter of fact, the damages always considerably exceed the benefits, and the Board of Estimates must appropriate that amount. Many of these ordinances for such street openings that are passed by the Council never reach any further stage of progress than the pigeon hole of a filing bureau for the lack of appropriation. But if some plan were adopted whereby some city board, in conjunction with the Board of Estimates, should consider the advisability of each street proposed to be opened, and report a list of these to the City Council for its action, many of the sources of delay would be eliminated. In submitting this list to the Council, however, this board should state at the time that, if the street mentioned met with the approval of the Council, provision would be made in the very near future for the actual grading if not for the paving of such streets. By some plan similar to this the Council would still retain all the authority it now possesses with the additional advantage of knowing that such streets would actually become open for public use.

As to the members composing such a board as I have referred to, this could, of course, be decided upon after a proper study and consideration of the plan, but I should like to suggest for your consideration, that the Topographical Survey be represented by some of its Commissioners, if not by all three, for under the present state of affairs this Commission decides, to a very great extent, many problems affecting the welfare of the Annex, and the Commission should be granted the right to

view all matters pretaining to the opening of streets in this section.

Property for Public Buildings.

In a similar connection the Topographical Survey Commission should be granted the power of supervising, in a way, all property bought by the city for the erection of public buildings, for park purposes, or any similar improvements. During the past few years several of the city boards have purchased property without any consideration of the street plan whatever, and have erected buildings on such sites that will fall in the beds of streets shown on the official plan. This is the identical state of affairs about which the city complains so much with private developers, and yet it permits the same conditions within its own departments. There has been very noticeable in all the larger cities of this country a general trend to plan all public improvements to harmonize, so far as foresight can tell, with all future conditions, and in no other city is this plan needed to a greater degree than in our own city. A notable exception to this individual departmental planning is that of the Park Board, whose plans have always been carried out with due consideration to the official street plan, and this Board has absolutely refused, even under very enticing conditions, to purchase any land that cannot be improved along lines in conformity with the adjacent street plan. So far as we are able we endeavor to keep track with all purchases of land by the different departments, but often when this information is obtained it is too late for the departments to alter their plans. We believe that such a supervision as I have referred to would do away with many of these incidents.

Work with Good Roads Commission.

A subject that will occupy the time of this Department during the coming year and require much attention is its affiliation in a way with the State Roads Commission. Under the existing arrangement the Department is authorized by your

direction to collect all information pertaining to lines and grades of the streets to be improved by this Commission and turn over this data in proper shape to the Chief Engineer of the Roads Commission. A list of these streets or roads to be improved under this plan has already been decided upon and has met with almost universal satisfaction. Definite plans for their construction have, however, only been prepared for those to be taken up in the immediate future.

About the only one of these roads requiring any particular discussion is the Reisterstown road, which the agreement with the State Commission called for improving on a width of not less than eighty feet extending from Fulton avenue to Park Heights avenue. On account of the great importance of this road as a main artery of travel and the connection it serves to an extensive territory, and on account of the fact that Druid Hill Park borders for a great part of this distance along the east side of this road and makes it impossible to parallel it on the east side, I beg to suggest that this width be increased to at least one hundred feet. Aside from the heavy traffic that now passes over it, plans for the contiguous sections call for a great number of streets feeding into it which will, of course, materially increase the now overburdened condition.

Some of the Plans.

A reference to the street plan in this neighborhood shows, in addition to several streets of ordinary width now in course of construction for residential purposes, the proposed location of two boulevards, or wide avenues; these are, first, the Gwynn's Falls Parkway, one hundred and twenty feet wide, running southwesterly from a location just south of the Old Liberty road; and, second, Old Liberty road (now called Liberty Heights avenue) running northwesterly, proceedings for which will shortly be instituted to condemn to a width of one hundred feet. These two wide thoroughfares will intersect the Reisterstown road at the same place, and at this location it is proposed to form a "hub" or parked circle. These plans will, in

all probability, be carried out, thus contributing a large amount of traffic that will follow the Reisterstown road southerly.

Again, further north on the Reisterstown road, the Street Plan calls for another wide street or boulevard known as Sequoia avenue, which begins opposite the Pimlico entrance to Druid Hill Park, and is to extend northwesterly on a width of one hundred and twenty feet. At this location another "hub" is planned, having its spokes, so to speak, composed of a new road entering Druid Hill Park, Woodberry lane, Park Heights avenue, which is proposed to be widened; the Reisterstown road extending north and south, and Sequoia avenue. It would seem then, with all this future planning, the width of this old turnpike should, when reconstructed by the State Roads Commission, be made amply sufficient to satisfy the future improvements. A width of one hundred feet would, in all probability, prove adequate, and this may be obtained now by a very slight cost in the way of condemnation, whereas any delay will very materially increase the expense. Taken as a whole, there are no streets that approach in importance the so-called turnpikes. This, of course, is due primarily to the fact of their extreme length, serving in all cases the traffic from the counties as well as the city, so that in the improvement of these roads by the State Roads Commission too much consideration cannot be given to the width. With the exception of the Falls road where it was deemed the widening would have been too expensive for the benefit derived, it is greatly to be desired that conditions on the other roads will permit of a very much more extensive widening than the minimum width of eighty feet reached in the agreement. However, the Frederick road will present some very serious obstacles to be overcome in this respect, but even if the extra width cannot be made, the improvements mentioned in last year's report, on page 29, would prove of inestimable benefit.

Falls Road.

This Department has completed all of the preliminary work in connection with the Falls road and the State Commission

will very shortly begin the actual construction. In this instance, as has been remarked, it was found impracticable to make any widening, but in all the other cases we are working with the widening as the point of primary importance. In the case of the Belair road all of the work has been finished and turned over to the different authorities, and in this connection I wish to emphasize the importance of adopting some stringent or vigorous method of prosecuting the condemnation of the extra width required. Heretofore such condemnations have been a source of great delay and some methods should be sought to simplify the usual procedure. If some action could be taken similar to that which we understand was employed by the Burnt District Commission, whereby the property needed was surrendered in exchange for the city's bond, the work could be greatly facilitated and much time could be saved.

Proper Width of Streets.

During the past few years, what few new streets the city has actually opened on the ground have practically all been on the old established width of sixty-six feet; this width is a survival of the old methods of measurements which used the rod, perch, or pole, which is equivalent to sixteen and one-half feet, as the unit of measurement; thus, a sixty-six foot street was equal to four perches. Most of the streets in the Annex were made on this width because the county had previously laid them down on this basis. Although this width is not derived from any calculations for the passage of teams, cars, or for any definite breadth of footways, it has been found amply sufficient and very convenient for purely residential and minor business streets, but, in the case of a long thoroughfare serving an extensive territory, this width should be doubled. It needs only a slight consideration of the few wide streets we have in the old city to see the many advantages they offer. Take, for instance, North avenue, Fulton avenue, Eutaw Place, Mt. Royal avenue or Broadway, and the benefits they have proved for large sections need very little comment. These broad

thoroughfares were constructed when the surrounding territory was almost identical with the present conditions of the Annex, and in our future planning we should at least try to show an equal state of progress and foresight as was shown in by-gone days, for in many cases, due to the great expense for widening, it is almost out of the question to remedy, in after years, traffic conjestion. I have found in studying street conditions in other cities much smaller in population than Baltimore that the authorities have in many cases laid out thoroughfares exceeding two hundred feet in width, but in the case of many minor business or residential streets, have adopted streets of less width than those we use as standard.

Streets of over one hundred feet in width seem rather an unnecessary luxury, until we consider as closely as we can the conditions that will confront us in the future. An excellent example of such a state of affairs is afforded in Park Heights avenue. This street was laid out by the County Commissioners in 1873 in order to open up the surrounding territory and allow for the construction of a car line. It was thought at that early date that a width of seventy-four feet would prove ample for all future needs. But so extensively has the surrounding territory been built up, and so important has the avenue become as a business and pleasure thoroughfare, that the traffic conjestion has developed into a serious menace to the whole community. Indeed, this street is about the only one in our city which has superseded the service of a turnpike, namely the Reisterstown road from Druid Hill Park to the Northern City Boundary. These conditions are steadily growing worse at an alarming rate, and the only relief to be sought is in an extensive widening which, fortunately, can be done now at no very excessive cost. A preliminary study has shown that a width of one hundred and fifteen feet may be obtained without causing very serious damage to the buildings fronting thereon, and I earnestly recommend that some steps be taken in the near future with this end in view.

Streets Which Should Be Opened.

As to the new streets, which progress of development during the past year has made advisable to open in the near future, may be mentioned the following, which I deem of importance:

Thirty-fourth street, Thirty-fifth street and Mosher street.

Thirty-Fourth Street.—This street should be opened from the York road (now Greenmount avenue) to the Holyrood property recently acquired for park purposes. This would not only give a desirable connection with the park, but would greatly aid in straightening out the street plan in this section, which is now in a very haphazard condition. It would also serve as an outlet to the new public school which is to be built on a lot bordering on this street. Should such an opening be instituted, proceedings should be entered at the same time for the adjusting of Windemere avenue to the new location.

Thirty-Fifth Street.—The reasons for advocating this opening are very similar to those given for Thirty-fourth street, with the main motive of directing the development in this neighborhood along lines conforming to the General Plan. This opening should extend from the Old York road to the western outlines of the Holyrood property mentioned above. In this case Carroll avenue is the diagonal street that should be closed in connection with the new opening.

Mosher Street.—This opening should be made from Seventh street (now Poplar Grove street), which will replace the Old Bloomingdale road, westerly to intersect the Old Franklin road. The advantages such an opening would give are manyfold, the main ones being the following:

The Old Franklin road has long served as an old connection for the neighborhood around the western portion of the Annex and the adjacent neighborhood of the county, and with the erection of a new bridge over Gwynn's Falls, which will soon be in process of construction, the service of this road will be materially increased. The drawback to this road's usefulness

has all along been its bad connection with any main thoroughfares leading into town, but with the extension of Mosher street to intersect it, this would give an excellent outlet in several directions.

Again, the city has owned for some time a large area of the valley of Gwynn's Falls which will be devoted to park purposes, but this section has been practically cut off on the south, due to the poor street connections. If this street was extended in the manner indicated, however, a great benefit would result in providing a proper entrance in this neighborhood, by affording a connection with Seventh street (now Poplar Grove street) which is now in process of being opened from North avenue to Edmondson avenue. Also, the section to the east of this neighborhood is rapidly being built up, and this opening would afford an excellent means of directing the layout along desirable lines.

Mention was made above of the condemnation of Seventh street (now Poplar Grove street) now being made, and I wish to call your attention to the Bloomingdale road which this street practically replaces for a considerable distance. Proceedings should be instituted very soon to close this road from the Calverton road to the Windsor Mill or New Liberty road.

Quite a good deal of discussion was given in last year's report on the proposed Gwynn's Falls Parkway, but so far no ordinance has been introduced to carry out this object. This boulevard would give one of the most desirable connections in our chain of parks, and the importance of carrying out this idea cannot be too strongly urged.

Another important street for which a plat has been made, but no action taken, is Eighth street (now Longwood street) from Frederick road to Wilkens avenue; steps should be taken to push this matter through.

I wish to call your attention also to a list of streets, ordinances for the opening and condemnation of which have already been passed. To hasten the benefits derived from these openings, some provision should be made for some actual con-

struction. I refer more especially to simply grading these streets in accordance with the established grade. This would be comparatively inexpensive and would surely result in hastening improvements along these streets, thus increasing the taxable basis. The actual paving need not take place until conditions in the neighborhoods would more fully justify it. The list of those streets is as follows:

Baltimore street, from Garrison avenue to Old Frederick road.

Eleventh street (now Hilton street), from Edmondson avenue to Frederick road.

Fortieth street, from University Parkway to Roland avenue.

Keyworth avenue, from Park Heights avenue to Reisterstown road.

Thirty-third street, from Charles street to Hillen road.

The Alameda, from Thirty-third street to Harford road.

Twenty-fifth street, from York road (now Greenmount avenue) to Harford road.

Sixth street (now Dukeland street), from North avenue to Beech avenue.

Bentalou street, from North avenue to Lafayette avenue.

Montebello avenue, from Cokesbury avenue to Belt Line Railroad.

Co-operation Between City and Counties.

In our study of the street conditions of the Annex we have constantly been impressed with the need of an adjustment of our plan to meet the conditions bordering on our boundaries. At present there is absolutely no co-operation between the city and the two adjacent counties relative to any harmonious extension of the street plan. This, considering the absolute mutual dependence of the counties and city, should be corrected. In all probability it will be but a short time before a large section of the surrounding territory will be annexed to the city, and the state of progress now existing there is far ahead of what were the conditions when the present Annex was incorporated within the city. This surrounding territory is being developed at present in a rather haphazard manner, and, with one exception, according to no systematic plan. As far back as 1876 the Commissioners of Baltimore county had prepared a very

extensive street plan covering a large amount of territory surrounding the old city limits, and it was with this plan as a basis that our present street plan of the Annex was developed. The Canton Company also adopted the portion of the plan within their control and have extended it in a systematic manner, so that street conditions in this neighborhood fit in very well with those on our eastern border. In other directions, however, as has been said, development has taken place without any reference to any general scheme. The time has arrived when some co-operation should be entered into with a view of adjusting all the street conditions within a good long radius of the town according to a definite plan of construction.

City Plant for Making Blue Prints.

The recommendations made during the past year concerning the installation of a plant to make all blue prints for city departments has been adopted by His Honor the Mayor, and during the early part of the coming year it is hoped that this will be in operation, thereby saving a considerable expense to the city.

Mention has been made before in previous reports of the shameful condition of the shade trees bordering our streets, the control or care of which is not lodged under any municipal control, and some steps should certainly be taken to place all trees planted in city streets under the direction of some competent City Department.

It is gratifying to note that the work of the Survey has progressed in perfect harmony with the other City Departments, and our points of difference with private citizens concerning the development of their property have all been discussed and adjusted in a manner that has caused no suspicion of injustice, nor provoked any undesirable comment.

In conclusion I wish to express my gratitude for the conscientious manner in which my subordinates have fulfilled their duties, and for the continuation of the spirit of co-operation that has been so successfully maintained.

FREE PUBLIC BATHS COMMISSION.

General Expansion of the Work—Public Interest Is Rapidly Growing with Consequent Good Results.

EUGENE LEVERING, Chairman.
WILLIAM H. MORRISS,
MARY SHERWOOD,
JOSEPH E. GICHNER,
WILLIAM A. EISENBRANDT,
OREGON M. DENNIS,
A. C. HUTHWELKER,
} Commission.

Eleven separate establishments were conducted during the past year, of which five are open all the year and six during the summer season only, as follows:

1. Walters Baths No. 1, 131 S. High street.
2. Walters Baths No. 2, 900 Columbia avenue.
3. Walters Baths No. 3, 1018 Argyle avenue.
4. Patterson Park Field House and Pools.
5. Public Comfort Station, Market Place and Lombard street.

The above places are open the entire year. Shower baths and laundry facilities are provided at the three Walters Baths; at Patterson Park both indoor shower baths and outdoor recreation and swimming are provided.

The house at Market Place and Lombard street is for the public convenience.

Nos. 6, 7, 8, and 9 represent four bathing stations on the harbor front open during the summer for recreative swimming.

Nos. 10 and 11 are two smaller, yet successful, establishments called "Portable Baths," which are carried from one neighborhood to another in congested sections during the summer.

Summary of Patronage.

Each of these eleven stations has made a high record of usefulness for 1909. Most of them show a large advance in patronage over any previous year. The total patronage for the

year 1909 is 990,905, showing an increase over the previous year of 170,639, as follows:

	1908.	1909.
Walters Baths No. 1	236,762	256,385
Walters Baths No. 2	111,290	119,182
Walters Baths No. 3	28,488	29,471
Patterson Park Showers and Swimming Pool	89,589	86,131
Winans Beach	65,029	52,705
Canton	28,338	19,295
Gwynn's Falls	11,736	14,221
Locust Point	19,020	22,827
Portable Baths No. 1	500	14,522
Portable Baths No. 2	.....	16,132
Public Service Station (open 8 months in 1908)	230,005	359,625

The small fees of 5 cents, 3 cents and 1 cent received from bathers at these places have amounted in the aggregate to the sum of $13,501.99 for the year, being also the largest amount ever returned by us to the Comptroller in one year.

Walters Baths No. 1	$6,404.32
Walters Baths No. 2	3,446.23
Walters Baths No. 3	1,241.12
Patterson Park	956.20
Outdoor Baths	724.24
Portable Baths Nos. 1 and 2	183.55
Public Comfort Station	541.33
	$13,501.99

During this year the number of those who used the baths entirely free was extended so as to include all children under 12 years. The total number of these for the past year is: Boys, 32,602; Girls, 24,516; Men, 5,070. Total, 62,188.

Public Comfort Station.

The Public Comfort Station, at Market Place and Lombard street, shows for its first complete year the need and value of such places in sections of the city where there is much traffic and business. By a fairly accurate record, we find that 360,000

persons have visited the place, being an average of about 1,000 a day. The crowded condition of the building at times indicates that the house is not large enough, and we would urge that similar places be erected in other parts of the city.

As already mentioned in last year's report, a petition for the establishment of such Comfort Stations has been received from citizens of Old Town, and the Northwestern Improvement Association has asked that such a building be erected in that section, and from the neighborhood of Fell's Point a similar request has come.

Portable Baths.

During the past year the Commission concluded to make an experiment with the recently built Portable Baths. One of these was set up for a few weeks, in 1908, at the southeast corner of Bond street and Eastern avenue, and proved so successful that the Commission decided to erect two more elaborate structures, supplied with hot and cold water baths, and try their value during the summer of 1909. During the months of June, July, August, September and October, each of these portable buildings was erected in two localities, viz: at Ashland avenue and Chester street, Cross and Race streets, Eastern avenue and Bond street, and Payson and Dover streets.

The attendance at these places was in all about 30,644; 21,270 men and boys, and 9,384 women and girls. Receipts from fees amounted to $183.55.

These Baths, when once established in a neighborhood became popular, and were removed to new locations usually against the protest of patrons of the old neighborhood. While these temporary and portable structures cannot be substituted for the permanent bath buildings, yet in many sections where it will be impossible for some years to build permanent bath houses, these portable baths offer excellent substitutes. They can be erected in any locality where water connections can be made; they may serve for a hygienic and economical bath in camps, in playgrounds and in small towns unable to maintain elaborate baths.

The need and value of them may be appreciated from the fact that inquiries regarding their use and construction have come from a number of cities: New Bedford, Mass.; Atlanta, Ga.; Paducah, Ky.; Kansas City, Mo.; Racine, Wis., and other places.

Swimming Instruction.

In response to a demand for lessons in swimming, our lifeguards at Patterson Park Swimming Pools were authorized last summer to give such instructions as they could during their hours of leisure. The results were quite satisfactory; classes were informally conducted for three weeks or more, and twenty boys and six or eight girls were taught the useful art of swimming.

For 1910 an appropriation of $200 has been granted the Commission to be used in the installation of swimming apparatus, and it is expected that the work of teaching swimming will be much more extensive during the coming season.

Hampden Neighborhood House.

The Hampden and Woodberry Improvement Association has undertaken to construct a large neighborhood building in West Park for the benefit of the children, the athletes, and the public generally of that vicinity. Our Commission has been asked to provide public baths in this neighborhood house, and we are glad to report an appropriation granted us for the purpose of $3,000. We hope that the baths will be in operation during the coming season.

Streets Paved with Improved Pavement.

Street.	From.	To.	Pavement.	Feet in Length.	Sq. Yds.
Ann street.....	Gough street.....	Pratt street.....	Sheet asphalt....	533	2,460
Aisquith street....	Lexington street..	Orleans street.....	Granite block...	521	2,192
Callender alley....	Columbia avenue .	St. Peter street.....	Vitrified brick..	296	400
Chester street....	Orleans street....	Baltimore street.....	Sheet asphalt...	1,253	6,060
Clement street....	William street....	Riverside avenue.....	Bitulithic	437	1,868
Curley street.....	Baltimore street..	Fairmount avenue.....	Vitrified brick..	335	914
Canton street	Lombard street...	Eastern avenue.....	Vitrified brick...	1,697	7,001
Ensor street.....	Lamont avenue ..	North avenue.....	Sheet asphalt ..	386	871
Fremont avenue ..	Baltimore street..	Lexington street.....	Granite block ...	800	3,425
Fairmount avenue	Kenwood avenue..	Eastern City Limits.....	Vitrified brick...	1,554	5,341
Fulton avenue ...	Baltimore street...	Frederick avenue.....	Granite block ...	277	1,213
Garrett street ...	Howard street....	Eutaw street.....	Granite block...	360	442
Hargrove alley....	Preston street	Mt. Royal avenue	Vitrified brick..	275	580
Lanvale street....	Eutaw street	Linden avenue.....	Sheet asphalt ...	304	1,376
Lovegrove alley...	Preston street	Mt. Royal avenue.....	Vitrified brick..	276	582
Monroe street....	Columbia avenue..	B. & O. R. R.....	Granite block ...	1,833	8,180
McCulloh alley....	Bloom street	Gold street.....	Vitrified brick...	354	577
Oliver street.....	Caroline street....	Al. E. of Central avenue	Sheet asphalt ..	527	2,444
O'Donnell street..	Chesapeake street	Canton avenue.....	Vitrified brick...	1,172	4,159
Payson street....	Baltimore street .	Fayette street.....	Sheet asphalt ...	442	2,219
Perry street	Light street	Charles street.....	Granite block	311	397
Park avenue.....	Lexington street ..	Fayette street	Granite block...	353	1,318
Presstman street .	Fulton avenue ...	Old W. Boundary.....	Sheet asphalt ...	1,161	5,280
Stag alley.....	Marion street	Lexington street.....	Vitrified brick...	170	152
Wolfe street.....	Monument street .	Jefferson street.....	Sheet asphalt ...	835	3,932
Wilson street.....	Bolton street.....	Park avenue.....	Sheet asphalt ...	282	1,258
William street....	Warren avenue...	Montgomery street.....	Bitulithic	328	1,838
				17,062	66,479

Appleton street, from Baker street to Presbury street; Orleans street, from Baxter street to Patuxent street, and Canton street, between Fairmount avenue and Baltimore street, were paved by the abutting property holders under the supervision of this Department.

Total era of these three streets paved, square yards	4,098
Total era, including contract work and private paving, square yards	70,577

Completed the concrete arch culvert on Hollins street over Gwynn's run, about two-thirds of the work having been done last year; dimensions, 113 feet long and 15 feet in diameter.

Graded Hollins street, from Calverton road to Wilkens street, preparatory to paving the street in 1910.

Constructed eight-foot concrete box culvert on Franklin road at foot of Morris avenue, 33 feet long.

Laid concrete sidewalks and concrete curb over Stony run bridge and constructed four inlets.

Put in 12-inch steel "I" beam track stringers under the railway tracks across Wilkens avenue bridge.

Put in a new system on Preston street bridge over Jones' Falls, consisting of steel track stringers and floor joists, and wood block pavement.

Renewed twelve bents under Harman's bridge, consisting of new caps and posts on the present pile bents.

Wrecked the old iron truss bridge over Stony run, and the concrete slab bridge on Old Liberty road west of Slingluff avenue.

Took up the railway tracks on Brunswick street, from Wilkens avenue to the southern city limits, and remodeled the floor of Brunswick street bridge.

Painted entire floor system on St. Paul street bridge, Biddle street bridge, Monument street bridge and the entire surface of Gay street bridge, Baltimore street bridge and Argyle avenue bridge.

Painted parts, where necessary, on Calvert street bridge, Chase street bridge, south Monroe street bridge and north Monroe street bridge.

Painted portions of and repaired thirty-four bridges elsewhere, expending from $5.00 to $500 in each case.

Installed vitrified brick rattler and motor at the city yard for testing paving brick.

New Sewers.

Sewers in Leadenhall street, from West street to the Race street sewer, and lateral in Stockholm street, from Leadenhall street to Peach alley, terra cotta pipes, 36 inches and 24 inches in diameter; length, 1,015 feet.

Covering the open portion of the Race street sewer, at Leadenhall street, with concrete slabs, length, 142 feet.

Sewer in Clifton Park, from the Harford road to Washington street, terra cotta pipes, 24 inches, 27 inches, 30 inches, and 36 inches in diameter; length, 1,362 feet; concrete section, 4x4 feet; length, 105 feet. Total length, 1,467 feet.

Sewer in Cedar avenue, from Bey street to Viaduct avenue, and thence in Viaduct avenue to Stony run; terra cotta pipe, 20 inches in diameter; length, 990 feet.

Extension of sewer in Monroe street, from McHenry street to Hollins street; terra cotta pipes, 30 inches, 24 inches, 18 inches, and 15 inches in diameter; length, 1,063 feet.

Extension of sewer in Hollins street, from the Calverton road to Smallwood street; terra cotta pipe, 18 inches in diameter; length, 250 feet.

Sewer in Canton avenue (now Fleet street), from Luzerne street to Lakewood avenue; terra cotta pipe, 20 inches in diameter; length, 400 feet.

Sewer in Eastern avenue, from Lakewood avenue to the eastern city boundary; terra cotta pipes, 36 inches, 33 inches, and 24 inches in diameter; length, 1,939 feet.

Sewer in Slingluff avenue, from North avenue to Walbrook avenue; terra cotta pipes, 18 inches and 15 inches in diameter; length, 405 feet.

Sewer in Seventh street, from North avenue to Walbrook avenue; terra cotta pipes, 18 inches and 15 inches in diameter; length, 405 feet

Sewer in alley on west side of the new Central Police Station; terra cotta pipe, 12 inches in diameter; length, 189 feet.

Completion of sewer in Russell street, from Bayard street to Bush street, terra cotta pipe, 24 inches in diameter; length, 341 feet.

Sewer in University Parkway at Wickford road; terra cotta pipe, 36 inches in diameter; length, 510 feet.

Total length of sewers laid during the year, 8,974 feet.

New inlets constructed	93
Old inlets repaired	630
Inlets equipped with manholes	127
Inlets equipped with safety bars	213

Old sewers were repaired and put in good condition by replacing worn-out wooden floors with granite block pavements, and by pointing up of joints, etc., as follows:

Central avenue, between May and Orleans streets.
Calvert street, between Twenty-second and Twenty-third streets.
Schroeder's run, between Fayette and Lexington streets.

Repairs, Including Repaving Over Trenches and Private Alleys.

	Sq. Ft.	Miles.
Asphalt block	165,208	0.78
Belgian block	565,985	2.68
Cobble	2,820.532	13.35
Macadam	482,889	2.90
Sheet asphalt	167,067	0.79
Vitrified brick	75,043	0.36
Total repairs		20.86

Special Work.

Street or Alley.	Character.	Area, Sq. Ft.	Miles.	Remarks.
Ostend street, Race to Leadenhall	Vitrified brick	17,199		Special appropriation.
St. Paul court, St. Paul street to Church lane	Vitrified brick	3,330		Special appropriation.
Church lane, Saratoga street to St. Paul court	Vitrified brick	4,074		Special appropriation.
Bradford street, Chase to Biddle	Vitrified brick	2,793		Emergency Fund.
Lanvale street, Mt. Royal to B. & O. right of way	Vitrified brick	6,581		Emergency Fund.
Payson street, Edmondson avenue to Lanvale street	Vitrified brick	39,219		Roads and streets. Cross streets. Emergency Fund.
Intersection Appleton and Presbury streets	Vitrified brick	3,678		Cross streets.
Forrest street, Gay to Ensor	Vitrified brick	6,699		Cross streets.
Stevenson street, north of Fort avenue	Vitrified brick	2,160		Emergency Fund.
Jackson street, south of Fort avenue	Vitrified brick	1,339		Emergency Fund.
Total area		87,072	0.41	
Baker street, Appleton to Payson	Macadam	5,000		Roads and streets.
Payson street, Baker to Windsor Mill	Macadam	4,000		Roads and streets.
Driveways Stony run bridge and Boulevard adjacent thereto	Macadam	46,732		Driveways. Stony run bridge.
Ellamont avenue (10th street), North avenue to Morris ave.	Macadam	12,807		Emergency Fund.
Total area		68,539	0.52	

Pier No. 4, Pratt street	Belgian blocks, concrete base, tar and gravel filler	76,105	0.36	For Harbor Board.
Lafayette avenue, Mt. Royal avenue to Dickson street	Cobble	6,919		Emergency Fund.
Rose street, Eastern avenue to 150 feet south	Cobble	1,740		Emergency Fund.
Bradford street, McElderry to 200 feet north	Cobble	2,508		Emergency Fund.
South side Federal street, Paterson Park ave. to Bradford st.	Cobble	1,370		Emergency Fund.
Jenkins lane, Homewood avenue to first alley east	Cobble	4,626		Emergency Fund.
Orem avenue, Parkwood avenue to Evergreen Terrace	Cobble	5,562		Emergency Fund.
Latrobe street, Lanvale to Federal street	Cobble	5,238		Emergency Fund.
Lafayette avenue, Maryland avenue to Falls road	Cobble	1,449		Emergency Fund.
Hunter alley, 100 feet south of Twenty-fourth street	Cobble	2,592		Emergency Fund.
Approaches to improved paving on Ostend street	Cobble	31,102		Special appropriation.
Wicomico street, Scott to Stockholm	Cobble	14,510		Emergency Fund.
Harvey street, Jackson to Webster	Cobble	3,395		Emergency Fund.
Total area		81,011	0.39	
Mileage of repairs		20.86		
Mileage of special work (new)		1.68		
Total mileage		22.54		

All paved streets are figured on roadway 40 feet wide. Macadam streets figured on roadway 25 feet wide.

The above does not include minor repairs, such as cobble base on roads, the setting and re-setting of curb, gutters and flags, nor does it include the relaying or laying of footways.

Permits issued during this year 10,756, which is 187 less than the previous year.

The Edmondson Avenue Bridge has been completed, with the exception of bush hammering.

SEWERAGE COMMISSION.

Diversified Line of Engineering Problems Which Are Encountered and Successfully Handled—Nearly Ninety Miles of Sewers and Drains Already Built.

PETER LEARY, JR., Chairman.
J. BARRY MAHOOL,
WILLIAM D. PLATT,
MORRIS WHITRIDGE,
IRA REMSEN,
CHARLES ENGLAND,
J. EDWARD MOHLER,
} Commission.

CALVIN W. HENDRICK, Chief Engineer.

Rapid progress has been made in all parts of the work, which has been prosecuted in a most satisfactory manner. Wide competition in the bidding has been maintained throughout the year, resulting in the securing of satisfactory prices for the work.

The total length of sewers and drains, including house-connections and inlet connections, contracted for to December 31, 1909, is approximately 109 miles, of which about 85.55 miles have been completed. The total number of manholes built is 1,657, and the total number of inlets 970.

The above figures do not include any private drains, a number of which we are designing and supervising where the owners wish to lay them in conformity to our plans. This,

together with having to pass on all private drain applications submitted to the Board of Estimates, adds greatly to our work, but does not show in our figures.

In carrying out the sewerage work of the city, nearly every branch of engineering has had to be resorted to, such as:

Designing,	Surveying,	Sanitary,
Estimating,	Drainage,	Electrical,
Tunneling,	Road Building,	Hydraulic, or Water,
Constructional,	Mechanical,	Civil.
Architectural,		

necessitating the running of hundreds of miles of lines and levels; the planning and designing of two systems of sewers, both stormwater and sanitary, covering the entire built-up portion of the city on such lines as not to interfere one with the other; the making of some 4,000 drawings; the constant winding up of old, letting of new and preparing for future contracts; designing of buildings; designing and constructing some of the largest pumps in the world, capable of lifting sewage a height of 72 feet, including friction, through huge iron force mains; the construction of deep foundations for these pumps; constructing 12-foot sewers through earth and rock tunnels (some places 50 feet underground); cofferdaming across Jones Falls; the building of large sewers on pile foundations through quicksand and adjacent to large buildings; the siphoning of 9-foot drains under 12-foot sewers; the construction of large sewers in 40-foot cuts in narrow streets, at the same time taking care of the travel in congested streets; the building of wooden sewers under docks; the building of improved roadways; street paving; sinking of artesian wells; the building of water towers; the clearing of large tracts of land and grading with huge steam shovels; the building of large sewers across embankments, with concrete culverts below; the construction of enormous filter beds, Venturi meters and control houses; designing and constructing a power plant at the point where the sewage flows from the Disposal Works into Back River, by which turbines will be operated, generating

electricity to furnish power which will operate the sludge pumps, pump water to the water tower for flushing purposes, and lighting the plant, thereby making the plant self-operating at practically no cost.

Although our work covers such a broad field of engineering, some of the problems of which were intricate and difficult, and notwithstanding the considerable delay and cost which have been added to our work by the obstructions which have been placed in our way, I am pleased to state that our work is ahead of time. The great mass of underground obstructions and the lack of recorded information concerning them have made the work much more difficult.

In addition to carrying on our large and heavy work, we are now paying special attention to, and pushing the construction of, the smaller laterals throughout the city. One mile of some of our large interceptors will cost as much as 49 miles of the smaller laterals. The cost of inspection on the smaller laterals is much greater in proportion to the cost of the work than on the large sewers. The difficulties to be overcome with regard to underground obstructions are even greater, as in the case of large sewers we remove the obstructions entirely, while on the smaller sewers we support a great many.

The method of dividing the work and extensive advertising have effected a large saving. The contracts have been secured by responsible contractors from Baltimore, New York, Boston, Philadelphia, Chicago, Washington, Pittsburg, Bethlehem, Pa.; Lancaster, Pa.; Cleveland, Ohio; Logansport, Ind.; Crafton, Pa., and Esmont, Va.

COLLECTOR OF WATER RENTS AND LICENSES

High Compliment as to Efficiency as Uttered by Two Sets of Auditors—Some Increases in the General Receipts.

J. SPENCER CLARKE, Collector.

It is highly gratifying to be able to report verbatim and in abstract, first from the report of the certified accountant employed by The Baltimore News, who used the following language on April 6: "The system of accounting, the methods of conducting the office and the safeguards employed in the Department of the Collector of Water Rents and Licenses, I found to be much better than I had anticipated.

"There are a number of checks and counterchecks, which would make certain that any error or anything more serious would be discovered before the day is over, and it would, in my opinion, require a collusion among about one-third of the whole clerical force of 23 persons employed to effect successfully and hide an abstraction of funds."

Secondly the report of the American Audit Company in abstract, which reads as follows: "We have audited the accounts and records of the Collector of Water Rents and Licenses, and submit, herewith, our report which includes the following exhibits and schedules. The cash receipts were found to be in agreement with the amount turned over through the Comptroller's Department to the City Register. We counted the cash in this Department at the close of business, on June 30, 1909, and found that it equaled the amount called for by the records. During the administration of the present head of this Department, both in the system of accounting and the conduct of the business of the office have resulted in increasing the revenue of the city and throwing additional safeguards around the collection of and accounting for said revenue."

We are about to close a very successful and busy year, the receipts from Water Rents alone, at the close of business last

night, were $1,025,902.95—this amount is $48,287.58 greater than the same day last year. The entire receipts from general licenses at the close of business December 16, was $90,552.52.

The ruling of the City Solicitor in the latter part of 1908, requiring this Department to handle the checking and listing of all telephone and telegraph poles in the city, caused us much additional work, which, in my judgment, has been successfully carried out at a big financial gain to the city, through the efforts of but one assistant to me, together with the force employed in the City Engineer's Department, who have rendered me much valuable aid in this direction and the two Departments have worked harmoniously with the one aim in view. The receipts from this source were $21,824.

To obtain this most excellent showing it was necessary for me to have the co-operation of every employee in this office, and in this connection they have been anxious, willing and ready at all times to carry out in full the slightest wish expressed by me.

VISITORS TO THE CITY JAIL.

Fine Showing of Prison Work and the Practical Results Accomplished—Aid to Discharged Prisoners—Financial Statement.

LEIGH BONSAL, President.
GEORGE FILBERT,
GEORGE M. GRIFFITH,
MOSES N. FRANK,
T. FOLEY HISKY,
EDWARD F. BURKE,
JOHN KRONMILLER,
WILLIAM G. KNAPP,
EDWARD RAINE,
} **Board of Visitors.**

CHARLES A. HOOK, Warden.

Possibly the most remarkable fact is that on January 1, 1910, the total number of prisoners was 554, whereas, on January 1, 1909, the number was 777. The yearly average for the year 1909, however, was 706 prisoners, as against 784 in 1908. While doubtless part of this decrease may be accounted for by

a larger number of prisoners being sent to the Penitentiary and House of Correction, it is probable that the greater part of the decrease is due to a change of policy on the part of the police magistrates. Instead of many prisoners being sent to Jail for inability to pay fines, many are now set free after being reprimanded by the magistrate. If the magistrate is capable of wisely discriminating, no doubt a great benefit will be wrought by such a policy, especially in cases of trifling character. No doubt the extension by the courts of the parole system is also a large factor in this result.

No Proper Dining-Room.

As stated by the Warden, through the failure of the Board of Estimates to place in the Ordinance of Estimates the cost of a new dining-room, kitchen, etc., and of the fact that the present dining-room is now being converted into a bathroom and disinfectant plant, the disagreeable necessity has arisen of returning to the unsanitary method which existed up to six years ago, of having prisoners take their meals immediately opposite their cells, on the ground floor of each of the four sections. It is confidently expected by this Board that in the Ordinance of Estimates of 1910 provision will finally be made for these much needed improvements.

When it is considered that the large majority of the prisoners at the Jail are there for very short terms, the fact that during the past year a total sum of $18,960.88 (which includes $2,635.25 paid for fuel by the contractors) has been earned for the city should, we think, be considered very gratifying. But even more gratifying is the fact that during the past year the prisoners have earned for themselves a total sum of $4,868.31. As has heretofore been pointed out, the discipline of the Jail has been greatly promoted by this interest of the prisoners in the financial results of their labors.

The Jail has been kept in a sanitary condition at all times, despite the fact that during the year there was a total of 9,767 prisoners within the walls of the Jail.

On November 3, 1908, the contractors for the erection of the two extensions to the Jail commenced work. The exterior walls of the southern extension have been finished, and the roof completed. They are now constructing the cell house. The walls of the northern extension have been only started and nothing more can be done there during the winter. The hospital and elevator have been finished, both of which are now in use. The work of converting our dining-room into a bath-room, where a disinfectant plant is to be placed, is under way.

The Inspector of Buildings has had the exterior walls of the Jail pointed and all the woodwork painted. The interior walls have been scraped and colored. The frames and doors of the vestibule at the front gate renewed, the front of the annex building painted, and a large new Ames engine has been placed in the engine room, also repairs have been made at the Warden's residence.

New Industry.

On March 26, we contracted with the Wysham Co. to furnish women to make light baskets. The new enterprise has worked well. Forty women are kept constantly employed, they, like the male prisoners, receiving one-fourth of their earnings.

The contract with the Inter-State Brush Co., Samuel K. Hawkins, president, for making brushes, has been so changed as to authorize the introduction of a shirt and overall factory. This change will be the means of slightly increasing the revenues. It was further agreed to allow the company to change the name of the company from the Inter-State Brush Company to the Hawkins Shirt Factory.

Fire-Proof Buildings.

It is of vital importance that every building in connection with a large prison should be fire-proof. Since the beginning of the administration of 1903, the city authorities have done

a great deal in eliminating old fire traps and other dangerous risks to which we are liable, by tearing down and building modern structures. There are, however, still remaining several places, in which, at reasonable cost, the risk of fire could be very much lessened. I would mention the attic under cupola over the administration building; the roofs over our boiler, engine-room and stable.

Gift of Organ for Female Department.

The Board of Trustees of the Associate Congregational Church, through Mr. George M. Griffith, of the Jail Board, presented an organ to the Jail for use at the Women's Department.

Religious Services.

Religious services have been continued regularly every Sunday. The Rev. J. O. Stutsman, agent of the Prisoners' Aid Association, has general charge of this work. All denominations are represented. In addition to the regular afternoon services, Sunday school is held by Protestants and Catholics Sunday morning regularly.

In the early part of the year Major Pangborn, in company with Mr. Orrin C. Painter, entertained the prisoners by exhibiting stereopticon views of scenes taken by Major Pangborn on his trip around the world. The lecture with illustrations was highly entertaining and instructive.

Work of Board of Visitors.

During the past year the Prisoners' Aid Association has made great advance in the successful handling of men and women who have fallen into crime. However broad may have been our conception of the scope of this field of philanthropy a few years ago, our horizon has enlarged to the extent that we now recognize that the principles of our association blend into every phase of sociological, civic, economic and religious life.

Within the last twelve months, one of the most difficult problems has been successfully solved. Heretofore the association was compelled to place its beneficiaries in boarding houses, where sometimes they were among questionable environment, when despite our utmost efforts evil associations would be formed and evil habits reverted to. With the aid of the splendid gift of more than $1,200 from Mr. Orrin C. Painter, we recently established the Industrial Home for discharged prisoners at 334 St. Paul street. We have in this new location ample space for religious meetings, library, reading room, offices, board room, manual training, mechanical drawing, industrial department, dormitories, shower baths, kitchen and dining-room. Thus equipped, we are now prepared to perform every line of beneficence undertaken by our association better than ever before.

We have provided 14,180 meals to released prisoners and 4,317 nights lodging; 4,103 hours of labor in the industry; transportation to homes and places of employment to the amount of $239.40; tools and material have been furnished to the amount of $434.94. The Employment Bureau has secured employment for 284 men, with the gratifying result that 138 still hold their first position, and many others are doing well in other places of employment. Encouragement has been given to the men in the home in the way of religious meetings, lectures, games, musical entertainments, etc., in the reading-room. The manual training classes provided by Mr. George M. Gaither and his able assistants have had a telling effect upon the lives of the men. Visits have been made to the families of prisoners and, when a rigid investigation revealed the necessity, assistance has been given in the way of food, clothing, and rent, fuel and other necessities. By these means the pitiful condition of innocent sufferers, often destitute of the barest necessaries of life, has been relieved. A few women and girls who formerly lived dissolute lives have been assisted by employment, and some of them restored to their families.

During the past fiscal year of the Prisoners' Aid Association

there has been an average of about two hundred men under parole in the care of the association, over whom we have had constant surveillance and whom we have sought, by helpful advice and assistance in securing employment, to help to become all that was possible, mentally, morally and physically. The association has been used by the courts to some extent to collect from young men and women guilty of larceny or embezzlement the amount of their thefts and to turn same over to the persons from whom the goods were taken. In non-support cases, alimony has been collected regularly and paid to the wives and children.

FINANCES.

A summary of the appropriations for the twelve months ending December 31, 1909. Also a summary of the revenues of the Jail and their disposition, and a comparative statement for the years 1909, 1908, 1907, 1906, 1905, showing the daily and yearly per capita cost of maintenance of prisoners.

Appropriations.	
Salaries	$35,420.00
General expenses	27,500.00
	$62,920.00

Expenditures.	
Salaries	$35,381.31
Balance unexpended to surplus credit	38.69
General Expenses.	
General subsistence	19,422.17
Heating and lighting	332.43
Machinery and supplies	564.55
Clothing, dry goods, etc.	2,865.41
Sanitary	1,213.98
Hospital drugs	718.16
Hospital subsistence	366.67
Incidental expenses	1,016.63
Warden's subsistence	1,000.00
	$62,920.00

EXHIBIT A.

	1909.		1908.		1907.		1906.		1905.	
	Yearly.	Daily.	Yearly.	Daily.	Yearly.	Daily.	Yearly.	Daily.	Yearly.	Daily.
Salaries of officers (per capita cost maintenance)	$50.10	.1373	$44.876	.1226	$45.617	.1249	$44.050	.1207	$45.08	.1234
Subsistence (per capita cost maintenance)	27.50	.0753	24.117	.066	23.945	.0656	21.739	.0599	21.73	.0595
Heat and light (per capita cost maintenance)	.47	.0013	.550	.0015	.690	.00189	.058	.00016	1.08	.0029
Machinery and repairs (per capita cost maintenance)..	.80	.0022	.830	.0025	1.599	.00438	1.194	.0033	1.27	.0034
Clothing, dry goods, shoes (per capita cost maintenance)	4.05	.0111	3.874	.0105	3.262	.00893	3.530	.0097	2.66	.0072
Sanitary (per capita cost maintenance)	1.71	.0047	1.539	.0042	2.566	.00703	2.559	.0070	1.88	.0051
Special diet for sick (per capita cost maintenance)	.51	.0014	.594	.0015	.3599	.00098	.305	.0008	.40	.0011
Incidental expense (per capita cost maintenance)	1.44	.004	1.465	.0040	3.202	.00877	1.321	.0036	.48	.0012
Hospital and drugs (per capita cost maintenance)	1.01	.003	.833	.0023	.0925	.00025	.824	.0023	.80	.0201
Warden's subsistence	1.41	.0038	1.275	.0033	1.379	.00377	1.332	.0037	1.38	.0037
Totals.....	$89.00	.2441	$79.953	.2184	$82.7124	.22650	$76.912	.2111	$76.76	.2096

SUPERINTENDENT OF PUBLIC BUILDINGS.

Details of Additions and Improvements Installed in the Different Municipal Buildings—Great Economy Shown in Conducting Operations.

GEORGE THOMAS AMES, Superintendent.

During the past year I have endeavored to place the several buildings under my supervision in the best possible condition, having purchased a large quantity of furniture and floor coverings for the offices in the three buildings, the same having added materially to the comfort, as well as to the beauty, of the municipal buildings. The furniture and floor coverings have been renovated and repaired, and are now in first-class condition, having spared neither time nor attention in the care and maintenance of the buildings.

Court House.

The office of the Register of Wills was supplied with some new furniture and rugs; the Superior Court Room, Part Two, was covered with new floor covering. The office of the Juvenile Court was also supplied with new furniture, all of which has added greatly to their appearance.

The furniture in the several Clerk's offices, as well as the several court rooms, has been cleaned and polished, and I can report same in a good state of preservation.

The lighting system in the Sheriff's office, the Clerk's office of the Criminal Court, and in the Clerk's office of the Circuit Court, has been greatly improved by the installation of the improved Tungsten light.

In my last report I requested that provision be made for the painting of the Register of Wills office, the Bar Library, and the Clerk's office of the Circuit Court, all of which need painting. I will, therefore, make the same request in this report, and trust that provision will be made therefor.

I desire to call your attention to the necessity of duplicate engines and boilers in this building. Should there be a break-

down of the machinery of the plant, which is likely to occur at any time, there would be no reserve engine or boiler, and the result would be serious.

The electrical plant installed for the use of the Court House alone is supplying light and power for the City Hall as well, and as a result is being overtaxed. This fact renders all the more urgent the necessity for duplicate engines and boilers. I must, therefore, call your attention to the fact that the plant is entirely too small for the increased number of lights that it is compelled to serve, and I am receiving requests daily for more light, and I trust this matter will receive prompt attention.

City Hall.

The three large rooms of the Water Department were supplied with new floor covering, which adds greatly to the appearance. The office of the Chief Engineer of the Fire Department was supplied entirely with new furniture and floor covering. The office of the City Register was supplied with new furniture and floor covering. The Harbor Board office, as well as the office of the Water Department, were supplied with some new furniture, and the office of the City Engineer was also supplied with some new furniture.

The office of the City Librarian was supplied with new steel filing cases; the Subway Department of the Electrical Commission was supplied with new furniture and desks.

The new vault is now completed and is one of the finest in the country.

City Hall Annex.

The office of the Topographical Survey was supplied with new filing cases and desks, and the office of Dr. Bosley was supplied with new carpet and the walls papered, and three rooms in the Health Department were supplied with new floor covering.

Financial Statement.

CITY HALL.

Original appropriations, expenses		$9,600.00

Expenditures.

New furniture	$1,017.45	
Lighting, gas and electrical supplies	734.66	
General supplies	1,391.15	
Towel service	148.07	
General repairs	589.62	
Furniture repairs	489.20	
Ice	371.98	
Curtains	107.95	
Carpets and other floor coverings	791.68	
Coal and wood	3,300.57	
Carpet cleaning	181.65	
Incidentals, labor, etc.	476.02	
Total		9,600.00

COURT HOUSE.

Original appropriation, expenses		$19,600.00

Expenditures.

Ice	$313.96	
Coal and wood	13,227.97	
Supplies, incidentals, etc.	3,576.01	
Repairs, machinery, electric plant, oils, greases, etc.	746.81	
Towel service	114.75	
Electric lamps	271.59	
General repairs	352.06	
Furniture repairs	119.10	
New furniture, carpets, etc.	877.75	
Total		19,600.00

Revenue.

Received from the sale of old paper, junk, etc.	$332.76
Paid to City Comptroller	332.76

CITY HALL ANNEX.

Original appropriation, expenses	$6,400.00

EXPENDITURES.

Lighting, gas and electrical supplies	$876.26	
General supplies	469.78	
General repairs	143.70	
Carpets and other floor coverings	399.69	
Furniture repairs	103.50	
Coal and wood	533.23	
Ice	86.86	
Rent	3,300.00	
New furniture	293.45	
Incidentals, labor, etc	193.53	
Total		6,400.00

INSPECTOR OF BUILDINGS.

Progress Made in the Large Volume of Work Which Falls to the Lot of This Department—Some of the Many Difficulties Encountered.

EDWARD D. PRESTON, Inspector.

The year 1909 was an exceedingly busy one in all branches of this Department as will be shown in the following summary:

3,023	Buildings and improvements	$9,761,788
8,912	Alterations and repairs	827,795
1,942	Minor privileges (Board of Estimates)	97,100
9,645	Electric installations	966,559
1,548	Motive power	309,600
145	Elevators	43,500
578	Gasfitting	23,100
2,098	Heating apparatus	555,800
168	Alarm gong systems	6,720
		$12,891,962

1,783 Notices of unsafe conditions.

As you are aware the work of the office consists not only in the superintendence of all city improvements and repairs in

connection with buildings, but also the supervision of all building construction by private parties or corporations, the installation of electrical apparatus, elevator equipments, gasoline uses, moving picture shows, as well as all requirements looking to the safety of persons and property.

Regarding the work and improvements for the city, I would say, that while the repairs have been kept on the city property as far as finances would allow, I would suggest that employees under the city be urged to more careful uses of the property while in their charge and thus aid in keeping down expenses.

I was allowed $75,000 for the year in making better exits in school buildings. I am glad to say that these buildings have been put in as good shape as can be, considering their construction, and, by strenuous work of using materials from one to another, I have been enabled to return $25,000 of this amount. I will not dwell on conditions found, but merely say that disclosures in opening up some places is a strong plea in favor of allowing only competent people to construct public buildings.

The new improvements have not progressed as fast as desirable; questions have arisen of a most unpleasant character in two places, Sewerage Station and Jail work, but these have been only on account of a conscientious stand taken by me in the interest of the city.

The Sewerage Station work has not yet gotten all the extra foundations in. The Jail work has been progressing slowly, and I have been compelled to notify the contractors several times of unnecessary delay.

Other city work has been:

No. 2 Truck House—nearly completed.
No. 16 Truck House—nearly completed.
No. 14 Truck House—one-third completed.
No. 34 Engine House—just started.
No. 37 Engine House—one-third completed.
No. 86 School—one-fourth completed.
No. 59 School—one-third completed.
Western High School—one-third completed.

No. 2 School—just awarded contract.
Fire Boat Station—completed.
Broadway Market—completely repaired.
Cross Street Market—completely repaired.
Central Police Station—remodelled for offices.
Mt. Royal foundations—completed.

In addition to the above work under way or completed, there is to be entered into:

Polytechnic Institute.
No. 6 School, Ann street.
No. 51 School, Waverly.
No. 22 School, Southwest Baltimore.
No. 60 School, addition.
No. 70 School, William street and Warren avenue.
Engine House, Fulton avenue.
Engine House, Orleans street and Central avenue.
No. 36 Engine House, Edmondson avenue and Bentalou street—contracted.
Engine House, Light and Montgomery streets.
Engine House, Baltimore and Fremont streets.

Most of these are being delayed on account of difficulties of securing lots.

WATER DEPARTMENT.

Plans Being Devised to Make Departmental Receipts Sufficient to Balance Expenditures—Work Done During the Year.

ALFRED M. QUICK, President.
HENRY WILLIAMS,
CHARLES T. MITCHELL,
J. HENRY STROHMEYER,
HENRY B. GILPIN,
} **Water Board.**

The Water Board had six separate appropriations for the year, three of which were from the receipts of the Department from all sources, and three from the loans of 1943 and 1958 for improvements in the water supply system. The appropriations to be taken from receipts were $597,205 for expenses, $91,720 for salaries, and the balance remaining

unexpended at the end of the year 1908 from an original appropriation for that year of $100,000 for new foundations for Mount Royal Pumping Station, which was estimated would be $30,000. The actual unexpended balance from that appropriation, however, was $27,015.53, and that amount was therefore our actual appropriation for the new foundations for the year 1909.

The appropriations to be taken from the Million Dollar 1943 Loan were the amount necessary for salaries on the New High Service Reservoir work, and the balance remaining unexpended from the loan, exclusive of this salary appropriation, at the end of the year 1908, which amounts were estimated to be $12,900 and $437,100 respectively. The estimate of $12,900 required for salaries was made in the fall of 1908, when the work on the reservoir had just commenced and when it was uncertain what engineering force would be required. The Board of Estimates, therefore, agreed that if a larger appropriation should become necessary for this purpose it should be provided by deducting the additional amount necessary from the appropriation of $437,100 for construction. As the original amount of $12,900 for salaries proved not to be sufficient it was subsequently increased to $18,000 and the appropriation for construction was reduced by the same amount to $432,000.

The appropriation provided in the Ordinance of Estimates from the $5,000,000 loan of 1958 was $1,000,000. This was fixed as the limit which we could spend from that loan for the general improvement of the water supply system, but in making this appropriation it was stipulated by the Board of Estimates that the Water Board must obtain subsequent approval of the Board of Estimates for any contemplated expenditures from this appropriation. In conformity with that requirement we obtained the consent of the Board of Estimates for one allowance of $4,000, and a subsequent allowance of $6,000 more for the cost of preliminary surveys and investigations to obtain information for the consulting engineers.

Consequently, with the modifications mentioned, our appro-

priations for the year and the approximate expenditures and unexpended balances therefrom are as follows:

No. 1. Appropriations from the Receipts of the Water Department.

a. For Expenses.

Amount of appropriation	$597,205.00
Approximate expenditure	570,128.89
Approximate unexpended balance	$27,076.11

b. For Salaries.

Amount of appropriation	$91,270.00
Approximate expenditure	88,799.80
Approximate unexpended balance	$2,470.20

c. For New Foundation for Mt. Royal Pumping Station.

Amount of appropriation	$27,015.53
Amount expended	27,015.53

No. 2. Appropriations from the $1,000,000 Loan of 1943.

a. For Salaries on New High Service Reservoir Construction.

Amount of appropriation	$18,000.00
Approximate expenditure	17,559.51
Approximate unexpended balance	$441.49

b. For Construction of New High Service Reservoir.

Amount of appropriation	$432,000.00
Approximate expenditure	414,768.80
Approximate unexpended balance	$17,231.20

No. 3. Appropriation from the $5,000,000 Loan of 1958.

For Preliminary Surveys, Investigations, Etc.

Amount of appropriation in Ordinance of Estimates	$1,000,000.00
Amount allowed from this appropriation by Board of Estimates	$10,000.00
Approximate expenditure	8,028.65
Approximate unexpended balance	$1,971.35

The unexpended balances of the appropriations from the 1943 and 1958 loans revert to the loans for future work on the High Service Reservoir and on the general improvements in the water supply system which the consulting engineers are now planning.

The Board of Estimates, in making up the Ordinance of Estimates for 1909 in the latter part of the year 1908, estimated that the income of the Water Department for 1909 from water rents, plumbing bills, and all other sources, would be $1,170,000. The total of the amounts appropriated for the year to both the Water Board and the Collector of Water Rents, which it was evidently intended should be taken from this income, aggregated $1,196,565.53. The total receipts of the Department from all sources for the year 1909 will not be over $1,060,000, however, with extra efforts made to collect current water rents and with delinquents reduced to a minimum. As the total expenditures for the year 1909 of the Collector of Water Rents and this Department will be about $1,146,000, it is evident that notwithstanding the unexpended balance of about $29,546.31 from our appropriations from receipts of the Department there will be no surplus. It is also evident, that as we had only one extraordinary expense during the year (the new foundation at Mt. Royal Pumping Station, amounting to $27,015.53) the receipts of the Department did not cover the annual expenses for operation, maintenance and interest charges.

Make Department Self-Supporting.

The Water Board will make every effort to reduce these expenses for 1910 so as to keep them, if possible, within the amount of receipts. Also, to help to make the Department self-supporting without asking for a general increase in water rates, we have taken steps to get all the revenue possible by changing some of the water rates that are unreasonably low, where this can be done without causing any hardships, and in applying the rate that will produce the most revenue in cases

where specific rates are not fixed by ordinance on properties and where it is optional with us as to what rate shall be applied. We find that many private houses on our mains in the county are paying much lower water bills on a meter rate of over three times the city meter rate than similar private houses pay in the city on the flat rate per front foot as fixed by the City Ordinance. In order to remedy this injustice, and at the same time secure a proper revenue from such properties, we have fixed a minimum yearly sum which they should pay, at least as high as houses of about the same class are paying in the city. Also, we find that many small warehouses in the city are paying a minimum rate under meter that is less than any flat rate that would apply to them, and that scores of churches are paying, under the special provisions of the water rate ordinance now in force, less than a dollar a year for water. Hereafter we propose to apply on such warehouses the rate that will produce the most revenue, and we have prepared and introduced into the Council an ordinance fixing a minimum yearly water rent for the churches so that all of them will yield a revenue more nearly compensating for the value of the service.

Work Accomplished During the Year.

The most important matters affecting the water service that have been under way during the year are: the construction of the New High Service Reservoir near Forest Park, and the preliminary investigations, experiments and surveys for the consulting engineers who are to suggest the improvements that should be made in our water supply system under the $5,000,000 water loan.

An immense amount of work was done during the year on the New High Service Reservoir, the contractors being favored by its being a very dry year with few stormy days. This reservoir is now so near completion that it will be finished and will undoubtedly be in service within two years from the time when the work was begun, in July, 1908. This is a much shorter time than it has taken to build any of our other reser-

voirs, even those of much smaller capacity. The reservoir will cost about $40,000 more than we estimated because of our encountering in the excavation much more solid rock than was indicated by the numerous borings and dug wells which we put down all over the site before the contract was let. Notwithstanding the fact, however, it will cost less per million gallons capacity than any of our other reservoirs except Lake Montebello, which is more than twice as large.

The following items of work on the reservoir have been practically completed: stripping of the dam site, removal of top soil, removal of clay, the puddled clay cut-off walls, the Eleventh street cut and fill, the Old Liberty road fill, the culvert under the Old Liberty road, the drains on Park Board property, and Gate Vault. The Diversion Sewer was entirely completed and in service two or three months ago. About 90 per cent. of the excavation for the reservoir proper has been done, 85 per cent. of the reservoir embankment has been placed, 85 per cent. of the Gate House foundations constructed, and 80 per cent. of the fill made on Park Board property adjoining the reservoir to the southeast. About three-quarters of the 48-inch reinforced concrete lock-joint inlet pipe has been made up, most of the trench for it has been excavated and about 100 feet of it laid in place. The 48-inch cast iron inlet and outlet pipes have been laid from the Gate House to the Gate Vault, all gates have been placed, and all but a few hundred feet of the force main in Seventh street, from North avenue to the reservoir, has been laid.

The consulting engineers, Messrs. John R. Freeman and Frederick P. Stearns, who were appointed by Your Honor in November, 1908, to investigate and report as to the best method of improving the water supply system under the $5,000,000 loan, got well started on their work by the first of the year. They have called on us for an immense amount of information which we practically had completed and in their hands two or three months ago. At their suggestion Mr. George C. Whipple, of New York, an eminent expert sani-

tary engineer, was employed by us about the middle of the year to examine and report on the Jones Falls supply and on sanitary conditions in the water shed of that stream. A little later on in the course of their investigations it became evident that the turbidity of the Gunpowder River water after rains made it advisable to have a thorough investigation made of that matter, and on the recommendation of Messrs. Freeman and Stearns, the firm Hazen & Whipple, of New York, was engaged by us for that purpose.

Gunpowder River Plans.

In connection with this work we established rain guage stations at four different points in the Gunpowder River Water Shed, and equipped them with automatic recording rain guages, and established and equipped a laboratory in the Loch Raven Gate House for turbidity, observations and experiments. We made surveys of seven sites for dams on the Gunpowder River and its branches at various points, dug test wells at six of the sites and made deep rock borings at the other site; made surveys for relocating about seven miles of the Northern Central Railroad, of Minebank Run Valley, of Herring Run Valley, between Harford and Belair roads, of possible filter sites along the Gunpowder tunnel; located and determined the water level of all springs and wells along the tunnel line; made tests of the discharging capacity of the tunnel, located dam sites and took water samples on the Big Patuxent River, at Laurel, on the Little Patuxent River, at Savage, on the Patapsco River, at Relay and Oella, and on the Monocacy River, near Frederick; took samples of water daily for nearly three months from streams at seven different points on the Gunpowder River Water Shed; collected 420 samples of soil from different points covering practically that entire water shed and tested them in the laboratory for turbidity effects; made tabulated statements showing rainfall, flow of stream, and turbidity of the Gunpowder River for the last six months of the year; made daily calculations of the city consumption and flow of

both Jones Falls and the Gunpowder River for nearly four months; made estimates of cost of all developments and construction work considered, etc.

Messrs. Hazen & Whipple have completed their investigations and have made their report, and we expect to have the full report of Mr. Freeman and Mr. Stearns before the end of January, 1910. As soon as the general scheme of developments that are to be made has been decided and agreed upon we shall begin work on construction plans and specifications, and hope to have actual construction well under way before the end of next year.

Outside of this special work on the High Service Reservoir, and for the consulting engineers on the proposed improvements in the system of supply, we have done very little if any extra work during the year. The new foundations at Mount Royal Pumping Station, work on which has been carried on for about two years under Building Inspector Preston, are now completed, and the building and pumps are now absolutely secure. Also, we now have the engine room foundations so arranged that, if desired, modern vertical triple expansion pumps of large capacity can be installed in the station at any time. The total cost of this work was $121,122.68.

General Work.

In the regular line of work we laid about 100,000 feet of new mains of from three to forty-eight inches in diameter; installed about 3,400 new services, about 130 new fire hydrants, and about 315 new meters. We dredged about 416,000 cubic yards of material from Loch Raven, and secured the abatement of about 35 pollutions in the drainage area of both of our sources of supply. We pumped about 8,100,000,000 gallons of water at Mount Royal Pumping Station, about 2,900,000,000 gallons at the Eastern Pumping Station, and about 400,000,000 gallons at the Western Pumping Station. We made up in our shops 226 fire hydrants, and 937 valves of all sizes from 2 inches up to 10 inches inclusive.

BOARD OF SCHOOL COMMISSIONERS.

Engaged In Buying Lots Upon Which to Erect Schools—Plans for Polytechnic Institute—Advocates a Million Dollar Loan.

JOHN E. SEMMES, President.
ALCAEUS HOOPER,
GEORGE A. SOLTER,
A. B. CUNNINGHAM,
WILLIAM ROSENAU,
THOMAS McCOSKER,
ROBERT M. ROTHER,
EDWARD ROSSMANN,
D. D. KENNEDY,
} Commissioners.

During the year 1909 we have purchased the Blind Asylum property on North avenue, to be used for the purpose of erecting buildings for the Baltimore Polytechnic Institute. This lot consists of about six acres, and is geographically the center of the city. We feel that it is the very best property which could have been acquired for the purpose for which it has been purchased, and will form the center of a system from which the students of the secondary schools will derive an immense benefit.

In addition to the Blind Asylum property, we have purchased a lot on the corner of McCulloh and Lanvale streets for the Western High School. This had become necessary to protect the property which the city owns in this square, and it furnishes an opportunity to construct the necessary addition to the Western High School, which is now in the course of construction.

We have also acquired a number of lots adjoining School No. 2, Stiles and Gough streets, and the contract has been given out for the construction of a large school upon this site. The school which has heretofore occupied a portion of this lot is one of the poorest schools we have in the city.

We have also acquired a number of lots adjoining School No. 6, South Ann street, and the matter is now under consideration as to the construction of a school upon this lot.

We have also acquired a number of lots adjoining School

No. 70, William street and Warren avenue, and we are advised that in a few weeks all the property necessary for the building of a school at this point will have been acquired.

We have also acquired a lot for the Parental School on Old Frederick road. Lots have been purchased to increase the playgrounds for School No. 53, St. Paul and Twenty-sixth street, and No. 54, Huntingdon avenue near Charles street, No. 65 Bloomingdale road, Calverton, and No. 55, Sycamore and Third avenues, Hampden.

No new buildings have been completed in 1909, although a number are in the course of erection. The addition to the Western High School; No. 59, Reisterstown road, 24 classrooms; No. 86, Payson and Mulberry streets, 24 classrooms, will all be completed by July, 1910. The drawings for No. 51, Waverly, 24 classrooms, have been accepted, and it is ready for proposals. No. 2, Stiles and Gough streets, 24 classrooms, plans have been accepted and the contract for building has been given out.

In addition to the above, we are now considering the acquisition of a lot in southwest Baltimore to take the place of No. 22. Several lots have been selected for this purpose, but in almost every case, objections have been made, which make it seem desirable to abandon these selections. The matter is now under consideration, and we hope in the very near future to have it satisfactorily adjusted.

The Board desires again to call attention to the last report in reference to the desirability of acquiring large lots in the Annex for new school buildings. This can be done now at a comparatively small cost. One of the greatest difficulties we have to contend against in the built-up sections of the city is the acquisition of a lot of proper size, in order to protect the schools from being rendered useless by noise and being shut off from proper lighting facilities.

We advocated in our last report the policy of acquiring large lots in the Annex portion of the city, and we are now called upon to locate several schools in these sections. We

would suggest that a certain sum of money be set aside out of the annual levy each year for this purpose; we feel satisfied that such a policy is not only wise, but would prove one of the best investments which the city could make.

Work on Elementary Schools.

As will be seen by this report, we are engaged now in building some elementary schools in the old section of the city to take the place of those which are practically unfit for the purposes for which they have been used. Mr. Owens, the Supervisor of Schools, has gone over the physical condition of the different schools, with the result that we find we have 126 elementary school buildings aside from what are known as Portable Schools. He has divided these school buildings into five classes. In Class 1, we find seven modern buildings; in Class 2, designated "Good," we have 14; in Class 3, "Fair," we have 29; in Class 4, "Defective," we have 29; in Class 5, "Very Defective," including rented buildings, we have 36. Mr. Owens has had a number of photographs taken representing these different buildings as so classified. It must be perfectly apparent from this classification that we are sadly in need of new and proper buildings. There can be no discussion as to the propriety of having proper buildings, well ventilated and well lighted in order to accomplish good results.

Improving Old Buildings.

In our last report we suggested that there should be an appropriation out of the general levy to convert at least one or two of our present buildings which are improper for their purposes into modern buildings. We have too many school buildings and too few good school buildings. Our suggestion has been to do away with a number of these schools, to dispose of the lots upon which they are built, and use the money to enlarge the lots occupied by such buildings as we should propose to improve.

It has been found by experience that a twenty-four room building is the most economical building and brings about the best results where the population is sufficiently dense to fill the school.

Bigger Lots Needed.

We advocate most strenuously the enlargement of the lots upon which our schools are built and the building of proper school buildings on such lots out of the proceeds of the sale of other school lots and money to be appropriated to build proper buildings. We suggested in our former report that this fund should be provided out of the annual levy, but our experience has shown that, in the desire to cut down the tax levy, this policy will not be carried through. In the meanwhile the School Board is constantly criticized for not procuring proper accommodations, and we are, as the matter stands, helpless. We find that in other cities almost all modern school buildings are built out of loans procured for that purpose, it being considered fair that the future generation should contribute something to the payment for facilities of this character, as they will enjoy them. We find in Baltimore we have about $5,000,000 worth of school property, that the entire amount now represented by stock is $1,800,000. In other words, $3,200,000 of this property is a gift by the present generation to those who are to come hereafter. We believe that with an appropriation of $1,000,000 from eight to ten modern school buildings could be built, using in addition the proceeds of the school lots which would be rendered unnecessary by such new buildings. We can conceive of no better investment of public money than this.

There can be no doubt that the humanizing influence of proper surroundings is one of the most important elements in making our children good citizens, and we feel that with our present school buildings, this character of influence is not exerted, because the buildings which the children occupy certainly do not bring about a very refining or elevating influence,

many of them being badly lighted, ill-ventilated and in every way improper.

Million Dollar Loan.

We urge, therefore, most earnestly, that the city should endorse a $1,000,000 loan for our elementary schools. We have requested the City Solicitor to prepare a resolution which would commit the City Council to advocating such a loan, and we ask that it be passed promptly, and that an Act be prepared for the next Legislature to carry out the most necessary improvements.

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